

FRED H. TAYLOR
DIED IN A CAR

For 20 Years Had Been Letter Carrier at Local Postoffice, on Pawtucketville Route—On Way to Work When Death Occurred

Fred H. Taylor, one of the best known mail carriers of this city and residing at 672 School street, died suddenly this morning on an electric car while on his way to work. Mr. Taylor was riding on the Middlesex street car which was scheduled to reach Merrimack square at 7:10 o'clock, and shortly before the car reached its destination Mr. Taylor was seized with what was believed to be a fainting spell. As soon as the car reached the square, a hurried call for the ambulance was sent in, but when the ambulance arrived, it was found that the man had passed away. The body was removed

to the funeral parlors of Undertaker George W. Healey. Deceased was born in this city on Oct. 19, 1861. On Nov. 1, 1884, he was appointed sub-carrier and a year later, on April 20, 1885, he was promoted to the regular force. He was one of the best known carriers in the city and counted a host of friends, who will deeply feel his demise. Mr. Taylor had been troubled with fainting spells for the past few years, but recently he was apparently in the best of health. For the past few years he covered the route known as the "Mammoth Road" route, and was held in high esteem by residents along that route, to whom he delivered the daily mail. Deceased is survived by a wife and son. His wife, it is said, has been in poor health for some time.

STEAMER STRUCK LEDGE

Domingo, De Larrinaga Backed Onto Whaleback Ledge at Entrance to Salem Bay

SALEM, March 7.—The British steamer Domingo, De Larrinaga, in avoiding Baker Island which she had approached dangerously during a thick snow storm, backed onto whaleback ledge at the entrance to Salem bay early today. She floated at high tide several hours later after having lost her rudder post and punctured several stern plates.

The steamer was bound from Montevideo for Boston with a cargo of hides. She had rounded Cape Cod and was feeling her way into Massachusetts bay when her officers suddenly discovered Baker Island light ahead. The wheel was put hard over and the steamer sent spinning astern. In backing, the Larrinaga's stern fetched up on whaleback ledge, which lies between Baker Island and House Island. The tide was going down at the time and the ledge held the stern of the steamer with nearly high water. When she floated it was found that all her steering gear had been carried away and that she was leaking around the stern plates. Third Officer Jenney was sent ashore at Beverly Farms—and wired to Boston for tug and a revenue cutter.

With considerable sea breaking over the ledge and some wind from the eastward, those aboard the Larrinaga spent several anxious hours. The weather moderated this morning and the sea went down.

The Larrinaga was commanded by Captain J. B. Jones and left Montevideo on Feb. 1.

FOR FLEET OFF MEXICO
WASHINGTON, March 7.—The battleship Delaware is now enroute from Vera Cruz to Hampton Roads for her spotting practice after place with the fleet off the Mexican coast, will be taken by another vessel of smaller draft.

MARTIN WAS RE-ELECTED
BOSTON, March 7.—John J. Martin was re-elected president of the Massachusetts Real Estate Exchange by the unanimous vote of the board of directors at the first meeting this year of the board last night at Young's hotel. A vote of thanks was extended to Mr. Martin for his services during the past term.

BETTER THAN EVER
WITH THE COOK
Your stomach may be to blame. There are many causes of indigestion besides poor cooking. One of them is weakness of the stomach. When this is the cause, the stomach should be helped to perform its duty, not relieved of it, and more and more people are finding that Dys-pep-tics are pleasant to take and render just the right service. Buy a box at your druggist's for a quarter. Try them for your stomach, and in the stomach, heartburn or nausea.

BELL, the Tailor
329 Merrimack Street.

Announcement
TODAY
March 7, 1914
Spring Opening and 1st Anniversary of
DE LORME
The Hatter's New Store, Sun Bldg.
Everything in Hats and Caps
A useful Souvenir will be given to every purchaser.
Entrance Merrimack and 15 Prescott Street
TRY A DE LORME \$2.00 DERBY
MADE TO ORDER.

We Are After Early
Spring Orders

And will show our appreciation to the men who order now by making up our spring \$28 and \$30 suitings for \$25 to order.

M. Marks Co.
—Tailors—
40 CENTRAL STREET

JUST A REMINDER
Money deposited now will draw interest from March 7th.
Present rate 4%

MECHANICS
SAVINGS
BANK
202 MERRIMACK ST.
A. G. Clogston, Treas.

TRY A DE LORME \$2.00 DERBY
MADE TO ORDER.

PROTECT AMERICAN
CITIZENS IN MEXICO

Resolution Will be Subject of Spirited Debate in the Senate Next Monday—Investigation of the Murder of William S. Benton Continues

WASHINGTON, March 7.—The United States government, it was learned here today, is hiding its time while the commission appointed by the constitutionalists of Mexico to investigate the recent execution of William S. Benton, the Scottish rancher, and the disappearance of Gustave Baugh, a German-American makes a report. There is every prospect that the congressional resolution for protection for American citizens and foreigners in Mexico will be the occasion of spirited debate in the senate next Monday.

Senator Shively, ranking member of the foreign relations committee, has been in close touch with the state de-

partment, gathering data on the actual number of foreigners killed or injured as recorded by American consuls throughout the southern republic.

That he will uphold the administration's policy in the expected debate, Senator Fall of New Mexico having announced his intention of advocating a change of national interest in the Mexican situation, both present and past, was learned today by the publication of the details of a proposed treaty negotiated more than half a century ago between the United States and the republic of Mexico, which, if ratified, would have authorized the United States to intervene in support of its own treaty rights and the security of its own citizens, whenever Mexico may be unable

to guarantee the same without "incurring the obligation or necessity of a general intervention in the domestic affairs of that country." The treaty had been lying in the secret archives of the senate committee on foreign relations since January, 1860. The injunction of secrecy was removed yesterday, and the document, ordered printed for the use of the members of that body. The treaty was signed in Vera Cruz, Dec. 14, 1859, by Robert M. McLane, American minister to Mexico, and Ocampo, secretary of state, and foreign affairs of Mexico and, shortly afterward transmitted to the senate by President Buchanan but never ratified by the United States because of confusion incident to the outbreak of the Civil war.

the supreme court or as to just how she would fight for her children.

Rumrill Going Abroad
Her attorney, Thomas W. Frantor, after two days in New York returned to Boston last night, but he would make no statement as to whether the case would go higher or not.

One interesting aftermath of the sensational trial, which, became known yesterday, was that Chester Chapin Rumrill, the man for whom Mrs. Rantoul openly declared her love on the witness stand, is going to Europe in a few days.

While the question of appealing to the supreme court on the part of the wife still hangs in the balance, the fact remains that a bitter fight will be waged over the custody of the children. It is altogether possible that this matter may be settled out of the courts. Both Mr. and Mrs. Rantoul are devoted to their children, and it is felt that possession for six months at a time may settle the difficulty.

If such an arrangement fails, two suits for the custody of the children brought by Edward L. Rantoul, the father, which are now pending in New Hampshire and Massachusetts courts, will undoubtedly be reopened.

DEATHS

JOYCE—Mrs. Ann Joyce, an esteemed resident of Dracut, died yesterday at her home, 18 Dingley street, at the age of 65 years. She is survived by two daughters, Mrs. Martin Meade, Mrs. Mary Sorenson and Miss Bridget Joyce, also by three grandchildren.

LAKI—John S. Laki, aged 3 years, 6 months, 24 days, died yesterday at the Lowell General hospital, the son of Mrs. Minnie and the late John Laki. He is survived by his mother, a sister Anna and one brother, George. The body was taken to his home, 115 Cushing street, by Undertakers J. P. O'Donnell & Sons.

GOING—Mrs. Carrie Going of Riverside Drive, New York city, wife of Fred Going, formerly of Lowell, passed away at her home yesterday. Mrs. Going is well known here and is a cousin of Mrs. Harriet Stewart of New-math street.

WILLIAMS—Mrs. Hannah Williams, an old resident of Lowell, died this morning at her home, 33 Davidson street, aged 71 years. She leaves one sister, Mrs. William Gordon, of New N. H., and one brother, Patrick Foley of this city. The remains were removed to the funeral chapel of Undertakers James P. O'Donnell & Sons.

FUNERAL NOTICES
BOISSONNEAU—The funeral of Peter Boissonneau will take place from his home, 213 Butler ave., Sunday afternoon at 2 o'clock at St. Peter's church at 3 o'clock funeral services will be read. Burial in the family lot in St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge of funeral arrangements.

JOYCE—The funeral of the late Patrick Joyce will take place Monday morning at 8 o'clock from his home, 115 Cushing street. A solemn high mass of requiem will be sung at the church at 10 o'clock. Burial in St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge of funeral arrangements.

JOYCE—The funeral of Mrs. Ann Joyce will take place Monday morning at 8 o'clock from her home, 18 Dingley street, Dracut. A mass of requiem will be sung at St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge.

LAKI—The funeral of John S. Laki will take place Sunday afternoon at 2 o'clock from the home of his mother, 115 Cushing street. Burial in the family lot in St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge.

WILLIAMS—The funeral of Mrs. Hannah Williams will take place Monday morning at 8 o'clock from the home of her sister, Mrs. William Gordon, of New N. H., and one brother, Patrick Foley of this city. The remains were removed to the funeral chapel of Undertakers James P. O'Donnell & Sons in charge.

POLICE COURT SESSION

SMALL ATTENDANCE SHOWED DECREASE OF INTEREST THIS MORNING

The police court session this morning was not quite so important as it has been for the past few days, and this could easily be seen by the decrease in the attendance.

William Collins, for drunkenness, was fined \$15 and he was given a month to pay the fine. Leah Wilson for the same offense was ordered to the jail for a term of four months and his sentence was suspended, the defendant being placed on probation.

John Swanson, a second offender, was fined \$5, while Cornelius Haggerty was given a suspended sentence of four months to the common jail.

Dennis Mahoney was found guilty of not providing proper support for his minor children and he was placed in the care of the probation officer, Geo. Latromble, for the same offense had this case continued till Monday.

Andrew Martin was arrested yesterday by Officer Cullinan of Dracut on a warrant charging him with the larceny of two pigs from his former employer, Otis Coburn of Dracut, the pigs being valued at \$5 each. The alleged larceny dates back to July 13, 1913, at which time the defendant agreed to pay Mr. Coburn the price of his pigs. In the course of the testimony this morning it was brought out that the young man has only paid \$1 up to this time and that all tracks of him were lost since last September. He admitted his guilt and he was placed on probation for three weeks on condition that he pay the cost of court, \$1.65, and also the balance, \$7, to Mr. Coburn for his loss.

Two suspicious characters were arrested during the night and this morning after hearing their stories Judge Knight released them.

Country
Water
Service
Where city water service is not available—
Use an electric pump.
It starts and stops automatically.
It can be easily connected to your well.
Lowell Electric Light Corp.
50 Central Street.

First Edition
FOR LATER LOCAL AND TELEGRAPHIC NEWS AND TODAY'S
STOCK MARKET REPORT SEE LATER EDITIONS5 ALARMS KEPT
FIREMEN BUSY

Three Alarms in Quick Succession Tested the Speed of Firemen and Were Well Taken Care of by Apparatus

The fire department responded to five alarms last night and early this morning three of which came between 12:32 and 12:44 o'clock bringing many people from their beds with the prospect of a serious conflagration was in progress. Box 215 at the corner of Thorndike and Middlesex streets sounded at 12:32 o'clock. Five minutes later an alarm from box 512 at the corner of Marginal and Stevens street was rung in and this was closely followed by a signal from box 214 at the corner of Gorham and Union streets. The other three occurred early in the evening, one at 7 o'clock and the other shortly before 10.

A brick house in a brick building owned by Abraham Smith and located at 434 Middlesex street necessitated the alarm from box 215 at 12:32 o'clock. The fire started near the boiler in the basement of the building and when discovered had spread to the clothing store owned by Mr. Smith on the first story and threatened to destroy the entire building.

The firemen arrived at the scene of the fire in quick time and despite the fact that there were two other fires in progress at the time, the men worked quickly and the whole building would undoubtedly have been gutted but for their efficient work. They cut out the fire from the boiler and the flames which were between the partitions in the rear of the structure and kept spreading to the stores adjoining. Among those who occupied stores that were damaged by fire and water were A. Smith, R. C. Colby, J. W. Co. and A. H. Lamaitre, furniture dealer. The exact loss could not be ascertained by the officers today but the damage to the building was considerable.

Fred C. Church carried the insurance on the building and on the contents of the stores of Abraham Smith and A. H. Lamaitre & Co.

Canton Street

A fire in a dwelling house at 24 Canton street drove the family from their home and threatened the life of an invalid woman who was carried from the burning building by Jack Healey, who on discovering the fire ran to the house and helped to arouse the members of the family. The fire originated from an overturned chimney. It is believed, and when the alarm was telephoned and later sounded from box

512, the top of the house was a mass of flames. However, the handicapped fire department was again efficient and after an hour's work extinguished the blaze without considerable damage was done to the inside of the building by water. The loss on the house will probably be in the vicinity of \$1000, while the furniture in the upper story was also damaged. A dwelling was occupied by William Elze.

The Redmond family who occupied the house was completely burned out and lost everything. They are now with relatives at 67 Fifth street, glad to be alive.

Winter Street

Police Officers McCarthy and Connors, after discovering a blaze in an Armenian bakery at 14 Winter street after 12:41 o'clock this morning rushed through the building to warn the tenants of their danger and many were forced to flee clad only in what clothing was within their reach. However, the fire did not spread and but little damage was done. The building is owned by K. N. Gorgorian and occupied by Sarkis Sogorian.

Family's Narrow Escape

Only the intervention of Providence saved the family of Mr. W. T. Davidson, of 67 Varney street, from falling victims to a fire which destroyed their home at 67 Varney street last evening.

Starting in an attic immediately over the sitting room in which several members of the family were congregated, the flames had gained a firm hold on the walls and ceiling before being discovered by the youngest member of the family, a lad of seven, who was sleeping in a room at the rear. His cries attracted the attention of the occupants who rushed from the room as the ceiling gave way with a crash, falling on the room where they had been sitting a moment before.

A telephone call brought the firemen to the scene with all despatch, and their strenuous efforts resulted in saving the downstairs portion of the building, which is occupied by Mrs. Benjamin I. Williams.

The fire in the upper portion had gained such a hold that to save even a portion of the furniture was impossible and the whole of the property became a total loss.

The insurance stake that the loss is fully covered by insurance.

BANQUET TO BALL PLAYERS

World Tourists to be Guests of Honor at Tonight's Festivities—Go South Next Week

NEW YORK, March 7.—The banquet tonight at which the White Sox and the Giants will be the guests of honor will close the week of baseball frenzy that has reigned in New York. Tomorrow or Monday Manager McGraw plans to leave with his tourist players for Marlin. About the same time Owner Comiskey and the White Sox will start for the west. Federal league officials who failed to sign a player in yesterday's rush but whose activity served to establish a new high-water mark for salaries are already leaving town. More than 200 guests will attend the banquet to night and enough baseball talk is promised to give the fans food for thought and discussion until the championship season opens.

The salary Tris Speaker is to receive from the Red Sox was today the subject of much speculation. It is un-

derstood that Speaker's contract calls for an annual salary of \$16,000 or \$18,000 and in addition to this he got \$5000 bonus for signing. This record price tops all salaries ever paid in the history of the national game. Joe Mauer has a contract with the Federal league which calls for \$27,000 on a three year contract. Every salary with the Boston Nationals is \$10,000 a year and it is stated that Matthews's new contract with the Giants provides for a salary of at least \$15,000 a year. Ty Cobb receives a like amount from Detroit.

The National league resulted in no decision with regard to the Chicago-Boston club deal for the services of Johnny Evers and in finding a new owner of the Chicago club. After two lengthy sessions, the board of directors announced that the final settlement had been left to President Tener.

SIR GEORGE ROSS DEAD
SENATOR OF DOMINION OF CANADA AND FORMER PREMIER OF ONTARIO

TORONTO, Ontario, March 7.—Sir George William Ross, senator of the Dominion of Canada and former premier of the great province of Ontario, died today after an illness lasting several weeks. He was born in 1841 in Hamilton, Ontario.

Received Too Late for Classification
FURNISHED ROOMS TO RENT, with or without board, 93 Franklin st.
BANK PASS BOOKS FOR FRIDAY afternoon, from Old Lowell Bank to Pawtucketville from square via Pawtucketville car. Natty M. P. Ellis, 83 White st. Reward. Tel. 2218.

THE MAN IN THE MOON

Such a storm as ushered in March was suggestive of cutting up high jinks in celebration of old Winter getting his back broken. The wind and the rain combined in a ferocious attack upon the heaps of snow with results both effective and pleasing. They did the work of a thousand men and a hundred horses, doing work that might have cost the city of Lowell several thousands of dollars; in other words they knocked many days' work from many men's hands and this is a regrettable feature of this storm. The wind took unwarrantable liberties with ladies' skirts, and took men's hats to play football with. I saw one young man's hat whisker from his head and carried up at least forty feet in the air and for a time it remained there like a feather as though loath to fall to earth. It did, however, and the young man recovered his top piece, carefully wiping off the wet and mud.

I saw many umbrellas turned inside out and saw one man so spinning into a puddle of water. I knew him. He had boasted in my presence that he hadn't been down all winter; and as I saw him lying low in the puddle, I couldn't help thinking about pride having a fall and of beasters getting busted. He had laughed when I said slippery day, sat down with more dignity than grace; so I laughed at him, whereat he appeared so angry that I laughed still more. Friday evening from my position in front of the Sun building, while the storm was most violent, it was interesting to watch the hurrying, scurrying people rushing to and from cars. I observed that the men wore some pretty well patterned; but as for the churches it took considerable courage and a whole lot of devotion in one to attend divine services. In most of the churches full pews were at a premium, I guess. If from necessity or otherwise you went into the suburbs you encountered trouble from the moment you stepped from the car. I observed that the men wore some pretty well patterned; but as for the churches it took considerable courage and a whole lot of devotion in one to attend divine services. In most of the churches full pews were at a premium, I guess.

ing 30 yards on a stone wall. He was evidently a man of resourcefulness. Just now life in the country is not one grand sweet song for those obliged to travel the high roads. It is neither sledding nor wheeling and it takes all day to get anywhere. Getting out to town meeting represents a day's work. There's little to do except burn work if you do not live where the rock maple orchards grow. The picture the country presents at this time is one that depresses—mud, slush, patches of snow on fields of dirty brown. Even the pipes, dulled by patient waiting, respond dimly to the wild winds of March.

Departing Friends

It would seem that since the year 1914 came in that each week of it had seen a friend or two of mine called hence. The last week or more records the deaths of Jerry Mahoney and Arthur Sladen. I had known Jerry for about 33 years, while Arthur for close on to 50 years or practically all of my life. Jerry I first knew in May, and later renewed old-time acquaintance when he came to Collinsville. Arthur I went to school with, played with, hunted with, swam, fished, slept, played yuck, stole apples with. In fact the picture of my youthful school days and the long vacation days would be incomplete without Chub Sladen in it. Arthur was big-hearted when a boy and it was even bigger in his manhood. His death, which occurred last Sunday morning, has thrown a great man with renewed force to the old associations; and while regret may sadden, memory comes smiling across the years to bless the tear that falls in Arthur's name, for the old days.

Cafe Music

I dropped into the Waverly Sunday evening and enjoyed a good dinner while listening to some excellent music furnished by a piano, violin and cello. This trio is composed of young men and each apparently is a capable performer on his instrument. They play an excellent class of music and also play with good expression. The manager of the cafe is well pleased at the result of his enterprise. He certainly has hit upon a decided attraction to help acquaint the dining public with the excellence of his cuisine. I found out by talking with the young piano artist that the trio has been playing together for some time, but this is their first real public appearance. He talks from Pawtucketville and says that that interesting burg can now and then produce something worth while.

The Ever-Flowing Rivers

"All my life long I loved rivers and poets who sang of rivers," are the words of a great prose writer who has in his time seen many rivers, and has written a great many of us would subscribe to that sentiment. Quite a respectable number of us have never seen the yellow Nile "flowing through hushed old Egypt and her sands like some mysterious thought threading a dream." Nor have we seen the German Rhine and the French Rhone, the holy Ther, or spent a night in June

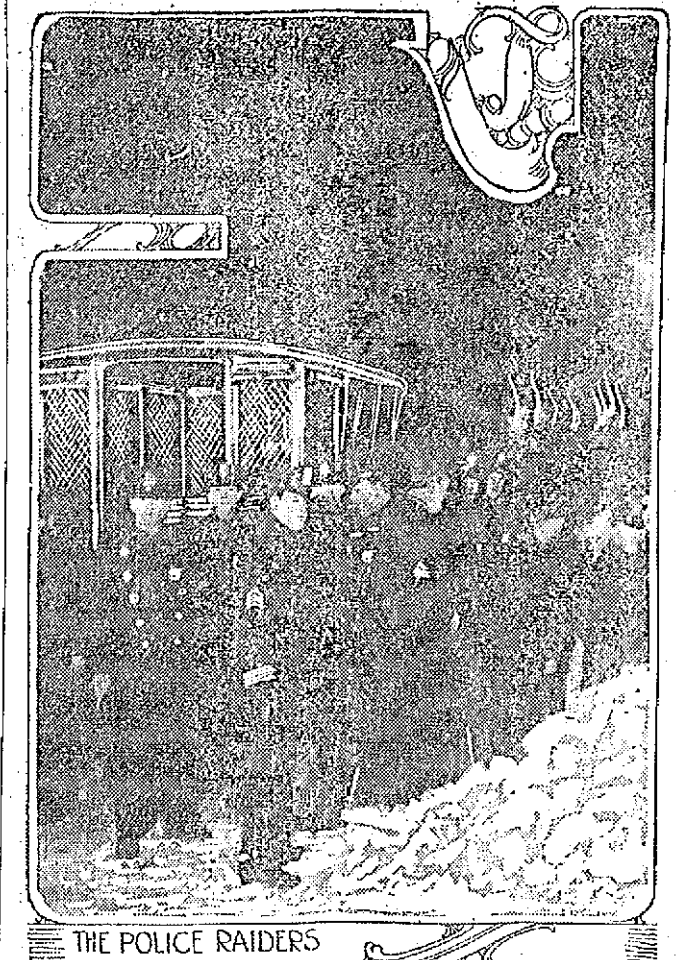
upon the Danube. Still more of us know less of the Dnieper or the Volga, the Ganges or the Yangtze, the Mackenzie, the Niger or even the great Amazon, that seems almost to cut a continent in two. The great rivers of our own land, the Mississippi, Missouri, Arizona, St. Lawrence, Hudson, Susquehanna, Ohio or Arkansas, travelers do not tell us much about yet they seem like old acquaintances we take pride in knowing by correspondence only.

There are the lesser rivers and streams fully as historic and celebrated in song and story, the "Sweete Thames" of Spencer and Collins, the Po, the Arno, the Tweed, the Guadaluquivir, the Avon, the Lee, the Doon, the River, the Charles and our own Concord. Then there's another Illinois, in whose arid bed the Athenian women try to find water enough to splash their clothes in, by the spot, we read, where Socrates talked with Charmides beneath the plane. From this stream of ancient Greece we approach our two great New England rivers, the Connecticut and the Merrimack, as ancient as any, more important and far more beautiful than many which have been named; and while indeed, history may not record more than 200 years back, it tells of growth of empire and progress both industrial and social. It is the Merrimack that is bound to us by ties of affection as well as of necessity. It made Lowell and every other humming hive of industry upon its banks. It spins millions of spindles and supports thousands of people. Rising in a small New Hampshire town, it flows through many more stretching away across the sandy drift it passes Nashua. Reaching Lowell as though attracted by the sea it turns and flows east and northeast until it enters the ocean at Newburyport. Would you know this river canoe it from source to where it merges into the sea. Many of us have passed our lives by this river and our acquaintance takes in but few miles of its course; yet that is quite enough to know its moods, its beauties, its speaking characteristics and its own inviolable charm to influence and move. For miles in its deep channels, it moves along as noiseless as a cloud, it is peaceful in its shallows, and as it trickles and swirls through its rapids it makes music most pleasing to the senses. Usually during a portion of the summer it reveals the nakedness of its bed, the ledges and boulders being wholly exposed and its beach widened. It is then suffering from scant supplies and you yourself would look pretty tough if you went on short rations for a while. Then it is that it falls at times to serve the mills with its usual faithfulness. At this time, too, we see it in its one unattractive state. But when the water is running from 6 to 12 inches over the flash boards at the falls we have a full and most beautiful river. It not infrequently happens that it will flow like this for several weeks together. It all depends of course upon the rains and the springs which feed the mountain brooks up north.

Time was, probably before a mill was built upon its banks, before big towns and cities grew up beside it, when the salmon and other big fish abounded in the waters of the Merrimack and when its cleanliness made it pleasant and safe to bathe in; but for a long time you haven't cared to catch the fish that now live in it, nor have you, if you are at all fastidious, cared to go swimming in it. Both these pleasures, and the latter a decided one, because of its bad odor, have been above us pour all their refuse and filth into the river. We in turn do the same. It's a pity, but you can't have big cities without sewerage and, of course, when a big stream flows by our doors it must carry a great deal of sewerage away as it were. And by the way, many local streamers have gone to Boston ready to oppose that once much talked-of proposition which meant the building of a grand trunk sewer from Concord, N. H. to the sea. Well, it would seem quite a tidy sum of money to construct it, but it's no question but that it would be worth every dollar it cost. But just the same some future generation of men living along this stream will accomplish this very thing, or something else that shall be equally good for restoring the Merrimack to its former condition of purity and wholesomeness.

When the spring freshet is on our river becomes an object of more than ordinary interest. Indeed, frequently the rising waters cause many property owners and people living upon its banks deep concern. To see its waters on a rampage, folks will go out of their way and will even come from a distance to see it. It is a wonderful sight, and no wonder! It is a power, regulated and controlled by man who as he harnesses the river to serve society, sees to it that it keeps within bounds. Even though the flood may pour 12 feet or more over the dam at Pawtucket bridge we experience no feeling of alarm; we look at the rushing waters and remember the guard locks that Francis built over there near Broadway. Still, as you gaze you are awed, fascinated, and strangely moved. You are awed by the grandeur and the irresistible onward rush, it tumbles, swirls and dashes against the rocks with fury. It loses great pieces of ice and tree trunks about as easily as it would a boat adrift. It roars and hisses as it passes under you as though it coveted the possession of your body. The unfortunate whose life went out beneath its waters and whose body was not recovered never will be now; for the river is being stirred to its very bed. The body of the lost will probably rest beneath the sea waves, there to lie until the sea gives up its dead. Years ago when I was a kid (some years) and logs were driven upon the

I. W. W. MOB LEADER HELD



THE POLICE RAIDERS

Tannenbaum Charged With Inciting Riot in N. Y. Church—\$30,000 to Fight Case

NEW YORK, March 7.—Frank Tannenbaum, the 21-year-old industrial Worker of the World and leader of a small army of unemployed, who have been invading churches for the purpose of getting food and lodging, was held yesterday for the grand jury in connection with the raid of Wednesday night on St. Alphonsus church by Tannenbaum and 129 of his followers. Tannenbaum, who had been released on a \$2500 bail after his preliminary hearing, was held in the same bail. The charge against him is inciting a riot, a felony.

Two members of his "army" of unemployed were earlier in the day sentenced each to 30 days at hard labor. Tannenbaum did not take the stand in his own defense. The evidence submitted consisted of reports of speeches made by Tannenbaum and others in Rutgers square and testimony by police officials and Fathers Schneider and Kessler of St. Alphonsus church.

A motion by the defense that the case against Tannenbaum be dismissed on the ground that he had committed no act of violence against property or person was denied.

Max Appel, secretary of the International Workmen's Defence League, organized last Wednesday night, stated last night that \$30,000 had already been raised for the defence of Tannenbaum. By the end of the week, he said, the sum of \$200,000 would be available.

Frank Strong Hamilton and Harry Kline, lieutenants of Tannenbaum, will meanwhile, carry on the movement inaugurated, according to Appel. This afternoon a mass meeting will be held for the unemployed on Union square, he said, and the next place to be visited by the men would be Temple Beth-El.

upper Merrimack a freshet usually meant much loss to the lumber men. Not for years have we enjoyed the spectacle of logs coming over the dam and hurled through the rapids. I vividly recall the occasions when I accompanied an old time river boatman in his quest for stray lumber in the river below the rapids. The few planks captured were scarcely worth the risk we took, but I was a kid who thought it great fun.

The first few days seemed to indicate that an unusually big freshet was imminent but weather changes appear to have checked the flood. Not yet has the ice broken up and the water has not risen more than six feet over the dam at Pawtucket bridge. Although you never can tell at this stage of the game it is probable that the water will not be but little higher. Anyway, river men are not predicting high water anything like that of 1898. But the river is well worth looking at even now, and its big card, the going out of the ice, still remains to be seen and enjoyed. Even now stray scouts venture over the dam and down the rapids only to be held up by the solid army below that awaits the order to march. When this army starts on its journey to the sea that of the upper river will be ready to advance. With conditions favorable the river is freed from ice in a remarkably short space of time. I have known the ice to go out in a single night.

The Merrimack! Notwithstanding that a corporation claims to own it, bed and all, it is still our own to have and to hold, to love and protect. Foremen and others have paid tribute to it in appropriate lines, and Whittier, who was born and lived for years, as we have, upon its banks, has sung its beauties in charming verse. The Indian has dwelt beside it and has gilded his came over its surface. The white fought for its possession. The white man has utilized it to the end that thousands upon thousands now live and prosper by it. When pure the Merrimack is a river of life. It is impure. It has flowed by these hills, woods and fields for ages, and after our distant children are gone and the last man has looked upon its waters for the last time it will still flow on until the springs of earth and the waters of the seas dry up and this world becomes a lifeless body—an orb of fire wandering through space.

MAN IN THE MOON.
 WAS FOUNDER OF TRADE ASSO.
 ROCKLAND Me., March 7.—Alvin T. Whittier, founder of the Citizens' Trade Association of Cambridge, Mass., and first president of the Maine Quarter Century Traveling Men's association, died yesterday. He had been a resident of Cambridge up to eight years ago. He was a veteran of the Civil war.

YALE CREW TO PRACTICE
 NEW HAVEN, Conn., March 7.—Guy Nickalls, the English carman who is assisting in coaching the Yale crew, said last night that if weather conditions are favorable today, three shells will be on the harbor for practice

COME TODAY

To our Annual Challenge Sale of Sheets, Pillow Cases and Sheetting at about 2-3 regular prices

—And—

Our Wind-up Sale of all Winter Garments at prices that are below cost of material.

BON MARCHE DRY GOODS CO.

TAFT'S NAME REJECTED STABBED WIFE 4 TIMES

FORMER PRESIDENT TURNED DOWN FOR MEMBERSHIP ON BOARD OF TRUSTEES FOR U. & M.

BOSTON, March 7.—William H. Taft, former president of the United States, has been turned down by Attorney-General McReynolds for membership on the board of trustees of the Boston & Maine road.

Some time ago his name was considered by the federal department of justice as one of the five men to dispose of the Boston & Maine holdings of the New Haven.

It was rejected on the ground that President Taft and sanctioned the action of Attorney-General Wickersham in reversing the decision made under the Roosevelt administration that the merger of the New Haven and the Boston & Maine was illegal.

The name of ex-President Taft was presented to Attorney-General McReynolds by the officials of the New Haven road at conferences held some weeks ago and previous to the active participation in the matter by Governor Walsh and the legislative commission, headed by Gov. W. Anderson of Massachusetts.

It is understood that his name came before the federal department in the recent conference, with the same result as before. It was announced last night from Washington that Senator Gallinger had again pressed the name of the ex-president upon the department of justice.

Although no member of the department of justice will be quoted, the opinion is expressed that there is an obvious intention on the part of the senator to embarrass the government in the proceedings now going on. It appears that there is a lively row in progress in New Hampshire between the stand-pat faction, as represented by Senator Gallinger, and the radicals, as represented by Senator Hollis on the question of naming a member for the board of trustees. The only name made public in this connection to date is that of Allen Hollis, brother of the senator.

In view of the friendly relations existing between the Wilson administration and former President Taft, the action of the federal department of justice in rejecting his name for the board of trustees of the Boston & Maine is sure to cause considerable comment.

While the settlement of the deed of trust between the department of justice and the New Haven parent that "kill" in the air. It is an agreement on the part of both parties that former Chief Justice Marcus Knowlton of Massachusetts will be the chairman of the board of trustees. Mr. Knowlton is the choice of Gov. Walsh.

Asked last night what he thought of the suggestion made by Senator Gallinger to recommend the board of trustees for the New Haven parent that "kill" in the air. It is an agreement on the part of both parties that former Chief Justice Marcus Knowlton of Massachusetts will be the chairman of the board of trustees. Mr. Knowlton is the choice of Gov. Walsh.

Wannest Lodge, K. of P.
 The rank of knight was conferred on four equires at the regular meeting of Wannest Lodge, K. of P. held last evening. The sub-committee reported that C. H. Peters, the keeper of records and seals, is ill at his home and that Brother J. P. Arthur is co-adjutant.

WANTS INVESTIGATION
 CHICAGO BOARD OF TRADE WOULD WELCOME INQUIRY OF GRAMA EXCHANGES
 WASHINGTON, March 7.—An exhaustive investigation of grain exchanges preferably by a joint commission of members of congress and business men selected by the president would be welcomed by the Chicago board of trade. Officers and members of the board so declared yesterday before the house rules committee in answer to charges that the board is involved in a monopolistic combine which arbitrarily fixes the price of wheat on the foreign market. The committee will include its hearing on the Manhattan regulation using an investigation today, when officials and members of the Minneapolis chamber of commerce will be heard. Tentative plans for an investigation to extend to all grain and cotton exchanges already are under consideration.

President C. H. Canby, Vice President J. J. Griffin and former President H. H. Sager of the Chicago board were before the committee yesterday, all denying there was even a possibility of monopoly, and describing the present system of marketing farm products as the best that human ingenuity has yet evolved. Trading in futures, they said, was the backbone of the system. The method that made it possible to give the grower every day a market for his products

JUDGE LOWERS MAN'S BAIL, WHO ATTACKED HIS WIFE WHEN SHE SAID "I SHOULD WORRY"

GLOUCESTER, March 7.—A sneering "I should worry" from his wife, led James Elmer to stab her four times in the breast and all but kill her, he testified in court here this morning.

"I fully realize your position," said Judge York, "and will try to get you bailed out. In the meantime, I will reduce your bail from \$5000 to \$3000."

Elmer told with such effect of his attack on his wife, Feb. 26, after he had tried in vain to win her away from the house of a woman named Mary Cady, that the court took this unusual action, although Mrs. Elmer's life still hangs by a thread as a result of her injuries.

DENIES THAT TOWER LEANS
 BOSTON, March 7.—Collector Edmund Billings denied yesterday the report that the new tower on the old custom house at the foot of State street had started to lean.

"I was up on the steel girders of the fifth story the other day," said he, "with Mr. Peabody, the architect, and we failed to find any indication of the tower leaning."

Spring Blood and System Cleanser
 During the winter months impurities accumulate, your blood becomes impure and thick, your kidneys, liver and bowels fail to work, causing so-called "Spring Fever." You feel tired, weak and lazy. Electric Bitters—the spring tonic and system cleanser—is what you need. It stimulates the kidneys, liver and bowels to healthy action, expels blood impurities and restores your health, strength and ambition. Electric Bitters will save you. Feel like new. Start a four weeks' treatment. It will put you in fine shape for your spring work. Guaranteed. All druggists, 5c and 10c bottles. U. S. Bucklen & Co., Philadelphia or St. Louis.

Union Sheet Metal Co.
 LARGE & CLEAN
 Makers of automobile sheet metal parts
 Fenders made from fender metal
 Experts on repairing radiators and lamps
 We do lead-burning.
 337 Thorncliffe Street.
 Tel. 1309 Davis Sq.

CARROLL BROS.
 Plumbers, Steam Fitters and Sheet Metal Workers
 36 Middle St. Telephone 1650

WHEN YOU BUY, BUY A CYPHERS INCUBATOR
 The kind that will turn out plenty of chicks, "with the kick in them."
 Fifteen years' practical use in all countries, under all conditions, make it the best machine for any Poultry Raiser.

BARTLETT & DOW
 216 Central Street

DANDELION TABLETS AND PILLS
 A Miracle as a Blood Purifier
 Say thousands who have used them, positive cure for Rheumatism, Constipation, Pimples, Eruptions, Eczema, Itchy Skin, Liver, Kidney and Stomach ailments. All poisons from the system without gripping. Purely vegetable and guaranteed under Pure Food Act to be genuine. Free samples on request to SCHENCK CHEMICAL CO., 25 Franklin Street, New York. 25 cents bottle. BARTLETT & DOW, 67-69 Merrimack Street, Lowell, Mass.

Make Your Dollar Produce More in a New York City Hotel

Two Specialties

\$2.50 PER DAY A pleasant room with private bath, facing large open court.
 (Not one room, but one hundred of them.)

\$3.00 PER DAY An excellent room with private bath, facing street, Southern exposure.
 (Not one room, but eighty-seven of them.)

Also attractive rooms without bath from \$2.00. The Restaurant prices are most moderate

Location
 One minute from 5 of the largest department stores. Five minutes walk from 19 principal theatres. Within a block of the Fifth Ave. shopping district. Every line of transportation passes the door. Fifth Avenue Bus lines and principal surface lines. The Hudson Tubes across the street. Elevated Railroad Station across the street. Subway Station three minutes away. Grand Central Station within seven minutes. Pennsylvania Railroad Station just one block away. For convenience one could ask no more.

The Hotel
 EVERYTHING NEW AND MODERN. A FIVE MILLION DOLLAR HOTEL. EQUIPPED TO SATISFY THE MOST EXACTING TASTE.

THE HOTEL MARTINIQUE
 "THE HOUSE OF TAYLOR"
 Established 1845
 Broadway, 32nd and 33rd Streets
 New York

CHARLES LEIGH TAYLOR President WALTER CHANDLER, JR. General Manager WALTER C. GILSON Vice-President

The VANDERBILT HOTEL
 34 ST. EAST at PARK AVE., NEW YORK.
 Subway Entrance.

"An hotel of distinction with moderate charges"

Within five minutes of principal railway terminals. Situation ideal.

TARIFF:

Single room	per day	\$14.00, \$15.00, \$16.00, \$17.00
Double room	per day	\$18.00, \$19.00, \$20.00, \$21.00
Double room, breakfast	per day	\$19.00, \$20.00, \$21.00, \$22.00
Suite—Parlor, bedroom and bath	per day	\$28.00, \$30.00, \$32.00, \$34.00

Each room with bath

Special Every Sunday **Fried Chicken 50c**

TURKEY DINNER
 EVERY SUNDAY

Special Supper Every Day Except Sunday, 5 to 7.30 P. M., 25c

CHIN LEE CO. 117 MERRIMACK STREET

PLENTY OF PRIVATE DINING ROOMS

LAWYERS IN FIST FIGHT COLE DEFIES HUB MAYOR

Former Asst. U. S. Dist. Atty. Sullivan Knocked Atty. Jacobs to Floor After Bankruptcy Case

BOSTON, March 7.—A lively row in room yesterday just after Referee Olmstead adjourned court for the noon recess.

MRS. WINN'S ADVICE TO WOMEN

Take Lydia E. Pinkham's Vegetable Compound and be Restored to Health.

Kansas City, Mo.—"The doctors told me I would never be a mother. Every month the pains were so bad that I could not bear my weight on one foot. I began taking Lydia E. Pinkham's Vegetable Compound and had not finished the first bottle when I felt greatly relieved and I took it until it made me sound and well, and I now have two fine baby girls. I cannot praise Lydia E. Pinkham's Vegetable Compound too highly for what it has done for me. I always speak a word in favor of your medicine to other women who suffer when I have an opportunity."—Mrs. H. T. WINN, 1225 Fremont Ave., Kansas City, Mo.

Read What Another Woman Says: Cumming, Ga.—"I tell some suffering woman every day of Lydia E. Pinkham's Vegetable Compound and what it has done for me. I could not eat or sleep, had a bad stomach and was in misery all the time. I could not do my housework or walk any distance without suffering great pain. I tried doctors' medicines and different patent medicines but failed to get relief. My husband brought home your Vegetable Compound and in two weeks I could eat anything, could sleep like a healthy baby, and walk a long distance without feeling tired. I can highly recommend your Vegetable Compound to women who suffer as I did, and you are at liberty to use this letter."—Mrs. CHARLES BAGLEY, R. 2, Cumming, Ga.

Avoid Impure Milk
for Infants and Invalids
Get
HORLICK'S
It means the Original and Genuine
MALTED MILK
"Others are Imitations"
The Food-Drink for all Ages.

ch milk, malted grain, in powder form. More healthful than tea or coffee. Agrees with the weakest digestion. Keeps it on your sideboard at home. A quick lunch prepared in a minute.

Take no substitute. Ask for HORLICK'S.

HORLICK'S Contains Pure Milk

DR. T. J. KING'S 158 MERRIMACK STREET
NEW LOCATION. Next to Holland's, Opposite Don Marche

Here at last is an ideal location, centrally located, light, clean and modern. I have fitted up these new offices with every known appliance for the practice of absolute painless dentistry, and take pride in placing at the disposal of the people of Lowell the finest and most modern dental office in this section.

I Promise Not to Hurt You No Pain and No High Prices. I do beautiful work, do it painlessly and charge you 50% less than other reputable dentists. With every advantage of the GREATEST DENTAL OFFICE EVER MADE IN THIS CITY! I want new patients and I am making my low prices so that you can have that dentistry done that you have been putting off so long through fear and high prices.

FULL SET \$5
TEETH
Gold Fillings \$1.00 up
Silver Fillings 50c up
Pure Gold Crowns \$4.50
Bridge Work \$4.50

Dr. T. J. KING, 158 Merrimack St., Lowell
Phone 3800. Dental Nurse in Attendance. French Spoken

Will Not Name Grady — Calls Chief Mullen's Force-Out "Most Wicked and Cruel"

BOSTON, March 7.—Fire Commissioner Charles H. Cole on the eve of his retirement from the Boston fire department threw down the gauntlet to Mayor Curley yesterday by refusing to appoint his own successor, Deputy Chief John Grady, chief of the department, and by declining to reduce the salaries of the officials of the department as ordered by the mayor.

In a letter sent by special messenger to the mayor last evening, the fire commissioner asked the mayor to accept his resignation at once and to appoint an acting fire commissioner if he, the mayor, desired the salary reductions to go into effect today.

The commissioner also took occasion to criticize the manner in which Chief John A. Mullen was forced out of the department, saying it was one of the most wicked and cruel things in the history of the city.

There is a wide open breach between the commissioner and the mayor over the retirement of Chief Mullen, and the only reason it is believed that the commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner who has felt keenly the enforced retirement of Chief Mullen, declined to do it, saying that he must leave that for his successor to do.

"Wicked and Cruel"
The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city. After giving 40 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he was the chief of the fire department, and during that time he has been thrown at him because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

The Greenhalge Debating society at the high school took part in a mock trial yesterday afternoon, which was the most ambitious and in every way the most successful affair of its kind held during the year. Knowledge of the large cast, the ludicrous situations, and the many earnest rehearsals had aroused a great deal of interest among the high school pupils and their friends and over 300 persons were in the high school hall at 3 p. m. to see the presentation of the case of "Peck vs. Peck"—a truly perplexing divorce case.

There are those who believe a more appropriate subject might have been made the vehicle of the fun, but in spite of this the mock trial was highly enjoyed.

The burlesque sketch was a mock court trial before a feminine judge and jury, and there was ample play of all the quaint peculiarities ascribed to the ultra modern woman by her enemies. "Mrs. Harry Peck" charged her husband with cruel and abusive treatment, because when she was a candidate for slender she refused to give \$100 towards her campaign expenses, and, furthermore, showed his incompatibility of temperament with hers by trying to beat out her brains with a feather duster. Naturally, there was quite a little sympathy for the terribly abused wife among the jury, but their individual tendencies warped their judgment, and as they discussed the case with the most ridiculous gravity, the case was funny in the extreme. The judge, it must be confessed, paid a great deal of attention to the angle of her hat, and it was fortunate that the ends of triumph were attained at all, for the mirror that had been left in the court room by an oversight almost took up her entire attention. As among the jury were almost all the well known comedy types, and as the lines were as incongruous and unrelated to judicial usages as the personnel of the jury, the trial was one of the most amusing farces seen locally in a long time. Luckily, it ended happily as the jury proposed a compromise that was agreed to mutually.

To pick out any of the principals would scarcely be just to the others for the work of all was excellent, and the score or so of young ladies who took part, with the incidental gentleman or two, deserve a great deal of credit for their finished presentation. Any praise given to the cast will naturally reflect favorably on the director, Miss Joyce, who has added another to her list of successes at the high school.

Yesterday's presentation was the last of the season, and the officers who have presided over the society so ably received congratulations on all sides. These officers were: President Edward Martin, First Vice President Katherine McLannan, Second Vice President T. B. Higgins, Secretary Nellie Horner, Treasurer William Bennett, Sergeant-at-Arms Frank Lyons, and the director, Miss Joyce.

The judge of the court, "The Honorable Josephine Sifter," was Miss Dorothy Hildorn. Miss Helen E. Choate was "Miss Fannie Notes," clerk of the court. Miss Kathryn Flahaven was the libellant, "Mrs. Henry Peck," and George H. Portek, was the libellee, "Mr. Henry Peck." The libellant's counsel, "Miss Jane Hibrow," was Miss Alice Dunbar and counsel for the libellee, "Miss Ima Slinger," was Miss Evelyn P. Rich. The witnesses were, "Miss Howe Lovely," and "Mrs. Paul Fry," (Mary E. Gordon and Harriet L. McAlone) for the libellant and "Mr. Fry," and "Mr. Jacob Gobsky," (John Walsh and Wm. R. Sydemann) for the libellee.

The 12 jurors were as follows: "Miss Gummer," of the Nickolodan, Margaret M. Garvey; "Miss Olmstead," a Swede, Dorothy I. Driscoll; "Mr. Stumps," a politician, Suzanne Long;

will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner who has felt keenly the enforced retirement of Chief Mullen, declined to do it, saying that he must leave that for his successor to do.

"Wicked and Cruel"
The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city. After giving 40 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he was the chief of the fire department, and during that time he has been thrown at him because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

A MOCK DIVORCE TRIAL

Furnished Fun for the Greenhalge Debating Society at the Lowell High School Yesterday

The Greenhalge Debating society at the high school took part in a mock trial yesterday afternoon, which was the most ambitious and in every way the most successful affair of its kind held during the year. Knowledge of the large cast, the ludicrous situations, and the many earnest rehearsals had aroused a great deal of interest among the high school pupils and their friends and over 300 persons were in the high school hall at 3 p. m. to see the presentation of the case of "Peck vs. Peck"—a truly perplexing divorce case.

There are those who believe a more appropriate subject might have been made the vehicle of the fun, but in spite of this the mock trial was highly enjoyed.

The burlesque sketch was a mock court trial before a feminine judge and jury, and there was ample play of all the quaint peculiarities ascribed to the ultra modern woman by her enemies. "Mrs. Harry Peck" charged her husband with cruel and abusive treatment, because when she was a candidate for slender she refused to give \$100 towards her campaign expenses, and, furthermore, showed his incompatibility of temperament with hers by trying to beat out her brains with a feather duster. Naturally, there was quite a little sympathy for the terribly abused wife among the jury, but their individual tendencies warped their judgment, and as they discussed the case with the most ridiculous gravity, the case was funny in the extreme. The judge, it must be confessed, paid a great deal of attention to the angle of her hat, and it was fortunate that the ends of triumph were attained at all, for the mirror that had been left in the court room by an oversight almost took up her entire attention. As among the jury were almost all the well known comedy types, and as the lines were as incongruous and unrelated to judicial usages as the personnel of the jury, the trial was one of the most amusing farces seen locally in a long time. Luckily, it ended happily as the jury proposed a compromise that was agreed to mutually.

To pick out any of the principals would scarcely be just to the others for the work of all was excellent, and the score or so of young ladies who took part, with the incidental gentleman or two, deserve a great deal of credit for their finished presentation. Any praise given to the cast will naturally reflect favorably on the director, Miss Joyce, who has added another to her list of successes at the high school.

Yesterday's presentation was the last of the season, and the officers who have presided over the society so ably received congratulations on all sides. These officers were: President Edward Martin, First Vice President Katherine McLannan, Second Vice President T. B. Higgins, Secretary Nellie Horner, Treasurer William Bennett, Sergeant-at-Arms Frank Lyons, and the director, Miss Joyce.

The judge of the court, "The Honorable Josephine Sifter," was Miss Dorothy Hildorn. Miss Helen E. Choate was "Miss Fannie Notes," clerk of the court. Miss Kathryn Flahaven was the libellant, "Mrs. Henry Peck," and George H. Portek, was the libellee, "Mr. Henry Peck." The libellant's counsel, "Miss Jane Hibrow," was Miss Alice Dunbar and counsel for the libellee, "Miss Ima Slinger," was Miss Evelyn P. Rich. The witnesses were, "Miss Howe Lovely," and "Mrs. Paul Fry," (Mary E. Gordon and Harriet L. McAlone) for the libellant and "Mr. Fry," and "Mr. Jacob Gobsky," (John Walsh and Wm. R. Sydemann) for the libellee.

The 12 jurors were as follows: "Miss Gummer," of the Nickolodan, Margaret M. Garvey; "Miss Olmstead," a Swede, Dorothy I. Driscoll; "Mr. Stumps," a politician, Suzanne Long;

will relieve him of his duties.

PROMINENT ON DIAMOND

FRENCH CANADIAN PLAYERS ARE IN ALL THE BIG LEAGUES

Statistics show that the French-Canadians are gaining in numbers in the game of baseball and now there are some in every league in the country. A few years ago the number of French-Canadians who whirled the ball or handled the bat was very small, but now there are no less than 115 clever players listed among the various leagues in the country, and for the benefit of the fans who are interested in the list of French-Canadians in the baseball game follows:

International League: Lafonge, Boucher, Verbot, Caporal, Morissette, Paré, Capron, Lafitte, Fabrique.
American Association: Bonnin, Lalor, Clothier, Rynceau, Laporte, Barbeau, Devoy, Baskette.
Western League: Gaspar, Chellette.
Southern League: Marceau, Martel, Gauthier, Oriet, Paillet.
New York State League: Cadore, Caporal, Papalau, Decher.
Eastern Association: Grenier, Taguer, Duchesnil, Demott, Genest, Gervais, Overtaille.

Three-I League: Boucher, Tretter.
Central League: Vallier, Desjane.
Texas League: Dobard, Chappelle, Renard.
New England League: Ruffange, Breymaier, Lavigne, Degroot.
Northwestern League: Grot, Cadren.

Wisconsin-Illinois League: Choufard, Baillie.
Canadian League: Chappellaine, Deaneu, Leclair, Casse, Clermont, Lamonde.
South Atlantic League: Dedon, Maurer.
Virginia League: Gaston, Chastant, Laval, Leslire.
South Michigan League: Cote.
Central Association: La Salle, Angere, Chellette, Desros, Golsin.
Illinois-Missouri League: Sallard Carreau.
Texas-Oklahoma: Boudet, Pelouquet.
Union Association: Oriet, Perrin, Chagnon.
Appalachian: Breaux, Ramage.
Western Tri-State: Gard, Lode, Van-Tin.

Michigan State: Bonine, Bartelles, Tallon, Blaque, Tenant, Ayette, Chapelle.
Border League: Gailhan, Gascon, Amiot, Loranger, Robidou, Broyer, Moreure.
Nebraska State: Berte, Heriot.
Northern League: Menlece, Clothier, Bachant, Lizette, Sherin, Urban, Levertette, Briere.
Kansas: Laframboise, Provost, Murie, New York-New Jersey: Dufresne, Resique, Mosher, Ruller, Belanger.

400,000 MADE RETURNS
INCOME TAX LAW WILL PRODUCE ABOUT \$50,000,000 A YEAR IN REVENUES

WASHINGTON, March 7.—The income tax law bids fair to live up to the expectations of the administration by producing about \$50,000,000 annually in revenue paid by approximately 425,000 individuals.

Although treasury officials decided last night not to make public for the present the reports of internal revenue collectors, it became known that more than 400,000 individuals had made returns in the 63 collection districts up to Monday midnight, when the time limit expired. From these individuals it was understood the government probably would collect more than \$40,000,000.

It has been the opinion among officials that thousands of individuals would take advantage of the 30 days' extension of time granted in case of illness and sickness, and they expect final figures to show at least 25,000 more reports than were given in the preliminary lists from collectors.

Including the corporation tax as amended in the present law it was estimated that the annual revenue from this source would amount to about \$55,000,000.

HIGH COST OF LIVING
BOSTON, March 7.—Thomas N. Carver, director of the rural organization service of the department of agriculture, said that one cause of the high cost of living was the tendency of the country boy to leave the farm for the prospects offered in the cities.

"This disadvantage," he said, "cannot be overcome by unloading the surplus population of the cities on the land. The salvation of the nation lies in keeping the rural youth on the farm."

As means to this end, the speaker mentioned intelligent co-operation among farmers, betterment of living conditions in rural districts, and proper education along agricultural lines.

MERRIMACK SQUARE THEATRE
Lowell's Favorite Theatre
All Next Week—Matinee at 2—Evenings From 7 o'clock
The Attraction We've All Been Waiting for—THE GIRLY WHIRLY
BEN TOY
Musical Comedy
A harmonizing conception of real comedians, clever singers and dancers and girls—mostly girls—presenting complete musical comedies at popular prices.
Monday, Tuesday and Wednesday
A DAY AT SUNNYSIDE? Full complete production. Full strength of company.
Thursday, Friday and Saturday
"KING OF TOKIO"
A Gem—Imported to please—entire change.
ADMISSION 10c. Reserved 15c. Matinee 10c. Eve., 15c-20c. LATEST MOTION PICTURES Special Concert Tomorrow.

LOOK!
ALL NEXT WEEK
EXTRA ADDED
ATTRACTION!
In conjunction with regular performances all next week, MATINEE and EVENING.
The Girl Who Provided Lowell With the Greatest Sensation It Has Had In Years
ANGELINA MARCOTTE
THE FAMOUS TANGOIST
In the Specific Steps and Terpsichorean Department Which Led to Her Sensational Arrest and Triumphant Acquittal, Assisted by a Male Partner

B. F. KEITH'S
LOWELL'S LEADING THEATRE
WEEK COMMENCING MONDAY, MARCH 9
RETURN ENGAGEMENT OF
Hardeen
KING OF THE HANDCUFFS
The Sensation of Two Hemispheres!
HARDEEN
Plays a Return Engagement at Keith's by Popular Demand. Holds the Attendance Record at Keith's. Presents Many New and Sensational Feats This Season. Defies the Police Departments of the World. Escapes from Handcuffs, Packing Cases, Crates, Trunks, Barrels, Crazy Cribbs, Steel Safes, etc.
7--OTHER FEATURES OF KEITH MERIT--7
1000 Matinee Reserved Seats.....10 Cents

LOWELL OPERA HOUSE
3 Nights
Matinee
Fri and Sat.
Beginning
Thursday, March 12
COMING AT LAST—The Success of the Century
WILLIAM A. BRADY PRESENTS
LOUISA M. ALCOCK'S WORLD FAMOUS CLASSIC OF PURITAN NEW ENGLAND HOME LIFE
LITTLE WOMEN
A Tender Page of Life
Treasured in a Million Memories
Positively original New York Company and Production; Coming Direct From Its Notable Run at the Majestic Theatre, Boston.
PRICES
First 12 Rows \$1.50; Next 8 Rows \$1.00
Bal.—First 5 Rows 75c, Next 4 Rows 50c
First 12 Rows \$1.00, Next 8 Rows 75c
Entire Balcony 50c. Gallery 25c.
Mail orders accompanied by check or money order will be filled in the order received and mailed back when accompanied by self-addressed stamped envelope, prior to opening of regular box office sale.

THE PITTSBURGH FEDERALS
WILL PLAY AT EXPOSITION PARK, WHERE PHIRATES FORMERLY ENTERTAINED
PITTSBURGH, March 7.—Exposition park, the home grounds of the Pittsburgh National league club for a score of years, will be taken over by the Pittsburgh Federal league club this year. The first act of Edward W. Gallinger, who has purchased control of the local "Feds" when he returned to Pittsburgh today was to announce that the stands would be remodeled and enlarged and that the playing field would be improved.
A new board of directors and a new set of officers will be named next Tuesday. Brownie Gessler, who will be retained as manager, will leave for Lynchburg, Va., with his men, next Thursday.
VINCENT CAMPBELL A FED
INDIANAPOLIS, March 7.—Vincent Campbell, an outfielder with the Pittsburgh and Boston teams in 1911, and 1912 has signed with the Indianapolis Federal league team this year.

Lowell Opera House
The House of Warner.
—TODAY—
Warner Features, Inc., Present
The Web of Fate
In Three Parts
Featuring Miss "Dot" Farley
5--OTHER FEATURES--5
BORJES' CONCERT ORCH.
Children 5c—Admission—10c Adults

GET WISE
IF IT'S AT THE
OWL THEATRE
IT WILL BE GOOD
JEAN'S EVIDENCE
THE MUTUAL GIRL
COURTSHIP OF OSAN
And Many Others
Reserved Seats 10c
Senta 5c

THE KASINO
Roller Skating
Last Three Days of the Week
Afternoon and Evening
BIG TRACK MEET
Lowell High School
vs.
Boston English High School
SATURDAY EVE.

LADY LOOKABOUT

From time to time, as we read of the rain wrought by militant suffragists in England, our sympathies are withdrawn more and more from them, and we feel that they are hurting the world-wide feminist movement. We think of the English woman as conservative, subservient, and more than all else, womanly. Then we read of some window-smashing episode, or one of them has publicly horse-whipped a member of parliament, or a building of worth and beauty, and historical value has been burned. We read of the arrests of many of these militants, of their refusal to partake of food until death threatens, when the authorities, fearful of consequences, free them. Then, without really knowing anything about the situation in England, we condemn these women as cannibals, creatures, seeking the limelight of publicity, and we let it go at that. But one in a hundred really knows anything about the position of the English woman in her own country, or I am sure there would be much more charity in our judgment of them. Of course, none condones the wild destruction of property, but a word in regard to the conditions which have led up to this extraordinary revolution will not be amiss.

The fact that England happens to be the storm centre of this revolution, is not due either to accident or chance, it is the logical spot, for there men are supposed, exploited and dominated. It is safe to say, as in no other civilized country in the world.

While considering the subject, it is well to keep in mind that 52 per cent.

of English women are wage earners, and that there are over a million and a quarter more women than men in England, a condition due to emigration war, and wretched working conditions. These women, ranging from titled ladies to the scrub-woman, are stirring the liberal cabinet with their appeal for equal rights. Evaluation in industry has made the manufacturing class the dominating force in political government. Women have observed that as men have increased their suffrage, their wages have decreased, while women's wages have increased. They can see their physical and mental health ruined by the extremes of poverty and wealth about them. All of these features have united the women in their struggle. They are contented together by a bond of sympathy for each other and their power is profound.

The liberal government argues thus: "If we give women the vote with their large majority, they would destroy our military and naval organizations, for they stand as a unit against war."

This government is built on brute force and women have no right to any voice in such a government. A large army and navy are absolutely necessary for us to keep the natives in our colonies in subjection, and we must not allow the flood of cold pouring from them to be cut off.

They overlook the fact that the women of the nation have produced the manhood savagery of the first world war, and navy are made up of their husbands, sons, fathers and brothers.

The liquor interests of England are opposed to granting the women suffrage, for they know full well the attitude of a true woman toward their business.

The manufacturing interests, employing thousands of women and girls, oppose the enfranchisement of woman, for they know she would soon improve labor laws and working conditions, and thus cut into their profits.

These are just a few elements which have caused the English woman to rise up and assert herself and in the final analysis, it is not difficult to see who in the end will be the successful fighter.

Woman battling for herself and her children, or man that he may put more money in his pockets, and extend his political power.

Ten Cent Store

It is the boast of some ten cent stores that they can afford to undersell regular dealers in the same merchandise, because they do not advertise in the newspapers. It is a question in my mind if they do sell lower, and I frequent stores of all kinds. Now it is an economic principle that we all are dependent upon each other. This is particularly true in cities. Each line of business helps along each other line of business. The firms which we should unite in welcoming to our cities are those which carry merchandise of good quality, and to which our attention is called by advertisements in our local newspapers; firms which pay a good average wage to the men and women they hire; firms owned and managed as far as possible by men whose interests are local—property owners and taxpayers. We have many such in Lowell and they do not lack patronage. There are the stores we should patronize with our trade, and if we look about us intelligently we will find that they are not underpaid to any extent.

Dangerous Signs

I have just passed on a street near my home, an enormous signboard lying flat on the ground, blown down during last Sunday's storm. The frail wooden braces which supported the sheets of metal of which the structure was made, had snapped in a dozen places. To be sure, last Sunday's storm was unusually severe, but even a superficial examination of the signboard shows that a much less severe storm would have played havoc with it just the same. It was not made to withstand what yet it stood upon the edge of a public highway. Hundreds of persons, including the children of a nearby school, pass it daily. At any time during the present winter, when high winds have been prevailing, it might have fallen with injury to passersby. I am not aware that the proprietors of these boards pay taxes on their property. I do know that they pay a nominal rent to the owner of the land. They are permitted to erect their structures, and I know that if specifications were submitted, no superintendent or inspector of public buildings would consent to their erection. Besides being in most cases, an eyesore to a community, they are a menace to public safety.

The Gum-Chewing Habit

This is an era of gum-chewing. "Everybody's doing it," in the streets, in the office, the school. Watch, as you go along some day, and note how the habit has seized everyone, from the professional man in his office, to the gamins of the streets. I don't believe it is as harmful as I was brought up to believe. When I was a little girl, it was a crime to be caught chewing gum. We had a teacher who used to tell us to take our gum home and stick it on the inside of the pig pen and see if the pig would take it. Or, of course, piggy wouldn't, but I think now it was because he did not see it. Nothing daunted by this display of discrimination on piggy's part, the scorned gum was often carefully scraped from the inside of the pen, to die a natural death by being swallowed in the nighttime by one, who knew no qualms of conscience.

It certainly is not a pretty act, chewing gum, and of course no well-bred person would do it in public, but I fall to see the harm in it, unless there be such a thing as over-doing it. In my mind it is greatly to be preferred to tobacco chewing. That is indeed a filthy habit, and causes a man's mouth to grow in ugly lines, no matter how carefully he tries to conceal his chewing.

Really, I am getting to rather like the spartan odor I often get on entering a closed car. It is lots better than some odors the car occasionally gives up.

A Social Centre

If there be one place more than another which has, without design on the part of the proprietors, become a social centre in our city, that place is the D. L. Page Co.'s store in Merrimack square.

I do not mean in the restaurant so much as in the store proper. Here, late in the afternoon, you can be pretty sure of meeting almost everyone you know, or rather, knowing everyone

NOTICE

— TO —

Firemen,
Teachers
and
Policemen

YOUR SUBSCRIPTION IS SOLICITED

Donations to the Playground Fund should be sent in as early as possible in order that sufficient money may be raised to get the Playgrounds ready as early as possible for the children.

Remember the Playground Fund appropriation is small,—smaller than last year, a small donation from each fireman, teacher and policeman would help toward making the Playground Fund sufficiently large to furnish Playgrounds for our boys and girls where they may play in the open air during the hot summer months under proper supervision.

Send checks or money to the Lowell Trust Co., Playground Fund.

HENRY F. CARR,
Park Commissioner.

you meet. There is an air of sociability in the place, notwithstanding the small floor space. This may add to the spirit—who knows—proximity is a powerful agent in promoting sociability, and has been accounted responsible for much in this line, we are told.

At any rate, it is a delightful place to make little unexpected visits with persons whom one meets only occasionally, and although the store has been in operation in its present quarters but a short time, already it has an atmosphere which comes to some establishments only, if ever, after a generation or more of business.

LADY LOOKABOUT.

FOR VOTES FOR WOMEN

BIG CONFERENCE TO OPEN AT
BIRMINGHAM, ALA., ON MARCH
9—MANY DELEGATES

BIRMINGHAM, Ala., March 6—On March 9 and 10 there will be a conference here of all the southern suffrage workers to start a campaign to win the vote in Alabama. Delegates will come from all of the surrounding states. Mrs. Medill McCormick and Mrs. Antoinette Funk of Chicago, both members of the national congressional



Mrs. PATTIE R. JACOBS

committee, will also go to this conference. Mrs. Pattie R. Jacobs is president of the Alabama Equal Suffrage association and has arranged the conference. She says: "Our definite goal is the enfranchisement of Alabama women. In our ranks are no social lines drawn and no religious distinctions. We have no political faith, all parties being admitted. Nor do we confine ourselves to women, for this great movement of which we are a part is not a woman movement, but a human one."

TODAY

— AND —

THE BALANCE OF
OUR WINTERTRIMMED
HATS

Will Be Sold for

98c, \$1.49, \$1.98

Only a Few Left

We are showing a nice line of early Spring Hats, priced from \$2.98 up.

Head & Shaw

The Milliners

35 JOHN STREET

CHOCOLATE BUTTONS

Or Wafers, 40c Quality.

SPECIAL SALE 29c POUND

HOWARD THE DRUGGIST, 107 Central St.

CUT PRICES ON

Leather Goods

DEVINE'S

124 MERRIMACK STREET Repairing, Etc. Telephone 2160

A. G. POLLARD CO.

— THE STORE FOR THRIFTY PEOPLE —

FIRST SHOWING
— OF —
Spring Suits

New Spring Suits are arriving daily and we have already sold quite a number.

Come in and look them over today, Saturday.

Winter Coats Cheap

Every winter coat must be sold before Saturday night. Just two prices—

\$12.50 Winter Coats, to close..... \$2.50
\$15.00 to \$20.00 Winter Coats, to close..... \$5.00

2 Special Values in Messaline Silk Petticoats

\$2.98 MESSALINE PETTICOATS..... \$1.98
Made of extra fine quality all silk messaline with plaited flounce, all colors. Regular value \$2.98. Special value..... \$1.98

\$3.08 MESSALINE PETTICOATS..... \$2.98
Made of very fine quality silk messaline with silk underflounce, all colors. Regular value \$3.08. Special value..... \$2.98

CLOAK DEPARTMENT

SECOND FLOOR

STATIONERY

KEITH'S HARMONY LINEN ENGRAVED FREE OF CHARGE

Customers purchasing a box of Keith's Harmony Linen Correspondence Cards may have them stamped—in colors, free of charge, if they bring in their dies.

This offer is good for one week. Two sizes in cards, 25c box.

See Merrimack Street Window
EAST SECTION NORTH AISLE

Bargain Counter

FOR SATURDAY

17c—Ladies' Shaped Sleeveless Vests, low neck, were 25c.
18c—Ladies' Jersey Pants, knee with cuff, were 25c.
19c—Ladies' Black Silk Boot Hose, first quality, double soles, high spliced, were 25c.
15c—Ladies' Black Lisle Hose, double soles, were 25c.
17c—Ladies' Black Cotton Hose, fashioned, double soles, were 25c.

MERRIMACK ST. CENTRE TABLE

TRY MAPLEINE

tion today at the tea and coffee counter.

MERRIMACK STREET

BASEMENT

WEEK END SHOE SPECIALS

About 150 Pairs of Women's Mayfair and Ladies' Shoes on a very desirable last. The leathers are gun metal and patent calf, mostly patent button, sizes 2 1-2 to 7, D and E width. Former price \$3.00 and \$3.50. Sale price, only..... \$1.98 Pair

Women's Comfort Juliettes and House Shoes, made of soft kid with rubber heels, some have cap toes, others are plain, of good, wide shapes; there are only about 200 pairs in this lot and they will go very readily. Former price \$1.50. Sale price, only..... 98c Pair

SHOE SECTION OF OUR UNDERPRICE BASEMENT

200 Pairs of Men's Tan Blucher Shoes on good, high toe last. These are the Signal shoes, made by Rice & Hutchinson—a most desirable trade, sizes 5 to 10, A and B. Former price \$3.50. Sale price, only..... \$2.85 Pair
300 Pairs of Boys' Shoes on good fitting last with good soles, sizes up to 6 for big boys. Sale price, only..... 98c Pair
300 Pairs of Men's 90c Goodyear Glove Rubbers, sizes 6 to 10. Sale price, only..... 48c Pair
Misses' School Shoes, gun metal or vic kid, blucher and button, on good fitting last, sizes 11 1-2 to 2. Sale price, only..... 98c Pair

SPECIAL ANNOUNCEMENT—We have purchased the Men's Furnishings Stock of J. Freeman, 214 Merrimack street and shall offer it in a few days at about ONE-HALF PRICE.

EARLY SPRING MUSLIN UNDERWEAR

IN MEDIUM GRADES, REPRESENTING SOME OF THE FINEST VALUES WE'VE EVER OFFERED

The opening of our front store basement last season afforded an opportunity to offer medium grades of Muslin Underwear, and the response to our unusual values was so effective that for this spring's selling we were enabled to buy in such quantities as to command the very lowest quantity prices. Here's a selection larger than you've ever seen before, and we believe the values are the best.

CORSET COVERS

Corset Covers, made of fine cambric, embroidered front and lace trimmed. 25c value, at 12 1-2c Each
Corset Covers, made of very fine nainsook, lace and embroidery trimmed, in large variety of patterns, extra good value, at..... 25c Each
Corset Covers, made of very fine nainsook, in large assortment of styles, trimmed with fine lace, embroidery and ribbon, 50c garment, at 39c Each

LADIES' DRAWERS

Ladies' Drawers, made of good cotton, tucked and hemstitched. Special at..... 15c Pair
Ladies' Drawers, made of fine cambric, embroidered, trimmed, large assortment of styles, extra good value, at..... 25c Pair
Ladies' Drawers, made of very fine nainsook, large assortment of styles to select from, trimmed with fine embroidery—50c value, at..... 39c Pair
60c value, at..... 49c Pair

LADIES' GOWNS

Ladies' Gowns, made of good cloth, lace trimmed, only..... 29c Each
Ladies' Gowns, made high or low neck, large variety of patterns, lace and embroidery trimmed. Special value, at..... 49c Each
Ladies' Gowns, made of very fine nainsook, high and low neck, round and V neck, nicely trimmed with fine lace and embroidery. \$1.00 garments, at..... 79c Each
\$1.49 garments, at..... 98c Each

Sale in Merrimack Street Basement

WHITE SKIRTS

Skirts, made of fine cambric, wide embroidery flounce. Special value, at..... 49c Each
White Skirts, made of very fine long cloth and nainsook, trimmed with fine shadow lace and deep embroidered flounce, in large variety of new spring patterns—\$1.00 garments, at..... 79c Each
\$1.50 garments, at..... 98c Each
\$2.00 garments, at..... \$1.49 Each

SKELETON SKIRTS

Skirts, made of very fine material with very fine embroidery flouncing—\$1.00 skirts, at..... 79c Each
\$1.50 skirts, at..... 98c Each

LADIES' COMBINATIONS

Ladies' Combination, made of good cloth and lace trimmed, only..... 35c Suit
Ladies' Combination Skirts and Drawers, made of good nainsook, lace and hampburg trimmed. Special value, at..... 49c
Ladies' Combination Skirts and Drawers, made of very fine nainsook, in large variety of patterns, lace and embroidery trimmed—\$1.00 value, at..... 79c
\$1.50 value, at..... 98c

PRINCESS SLIPS

Made of very fine nainsook, lace and embroidery trimmed, in several new patterns—\$1.00 garments, at..... 79c Each
\$1.50 garments, at..... 98c Each

See Our Large Display Window—Palmer Street

Perfect Hearing For The

DEAF

The Little Gem Ear Phone and Auto Massage.

Look at it and you SEE the simplest and smallest device in the world; use it and you FEEL that you have the most wonderful piece of mechanism yet devised for restoring hearing. Let us prove to you that we have conquered your affliction.

Free Demonstration

Monday and Tuesday, March 9 and 10

From 9 o'clock a. m. to 9 p. m.

The Little Gem Ear Phone, the latest patented perfect hearing device. With it you can hear under all conditions in the church, theatre and general conversation. THE AUTO MASSAGE, which stops head noises and makes the cure of deafness possible.

Remember, we would not allow such a demonstration in our store unless we had investigated the instrument thoroughly. Mr. J. T. Hale of New York city and L. H. McNamara, experts, will be with us on the above days. We most earnestly request you to call, make a test privately and receive expert advice without charge. Every instrument guaranteed. Ask for booklet.

Caswell Optical Co.

11 Bridge St., Lowell, Mass.

Registered Eye-Sight Specialist and Manufacturing Opticians.

JOIN THE CROWD
Great Bundle Sale Today

GEORGE H. WOOD'S 135 CENTRAL ST.

FOR LATE LOCAL AND TELEGRAPH NEWS SEE LATER EDITIONS

From Yesterday's Late Editions

FOR REPORT OF TODAY'S CLOSING STOCK MARKET SEE LATER EDITIONS

FIRST STREET EXTENSION

Civil Engineer Went Over the Grounds Today and Decided to Make Complete Survey

Engineers from the Bay State Street Railway Co., the highway commission and the county commission came to Lowell this morning to confer with City Civil Engineer Kearney on the matter pertaining to the proposed extension of First street along the banks of the Merrimack river to the new boulevard.

Those present were David Curtin, chief engineer of the Bay State Street Railway Co., F. C. Pillsbury, first assistant engineer of the highway commission; F. H. Kendall, county engineer and Engineer Kearney representing the city of Lowell.

The engineers interested themselves in an effort to determine the best way to take care of the traffic from Bridge street to meet the new boulevard at the Lowell-Draught line. After a close examination and study of the premises it was decided to come here and make a complete survey of the cross sections of First street from Bridge street to the city line and also a route following the banks of the Merrimack river beginning at Read street, and extending as far as the car barn.

Engineer Kearney said this represents a lot of work and all agreed that when this is done some definite conclusion and estimates could then be made and not until then.

MANY INDICTMENTS 4520 FOREST FIRES

RETURNED BY FEDERAL GRAND JURY AT BOSTON TODAY—MANY SERIOUS CHARGES

BOSTON, March 7.—Many indictments were returned by the federal grand jury today. Among them were those charging Edward J. Moran of Lynn with the illegal use of the mails in selling eggs, Charles P. Foster of Taunton, teller of the Bristol county National bank with embezzlement, George H. Des Jardine, bookkeeper of the Fall River National bank with making a false entry and Thomas Williams of New Bedford with a violation of the Mann act concerning women.

Williams is serving an 18 months' sentence in New Bedford for a similar offense under the state law. Arraignments on the indictments will be made on Wednesday.

Joseph Friedman of Springfield, a junk dealer, and Fred W. Whitten of Boston, were indicted for buying goods stolen in interstate commerce, and Robert Martin, Michael Kane and Thomas Conner, all of Springfield, were charged with larceny of goods in transit.

40 WOMEN WERE KILLED

IN ILLINOIS DURING 1913 FROM POURING KEROSENE OR GASOLINE INTO KITCHEN STOVES

CHICAGO, March 6.—Forty women in Illinois lost their lives in 1913 from pouring kerosene or gasoline into their kitchen stoves to make their fires burn, according to the annual report of the state fire marshal made public today.

THE HOME RULE BILL

LONDON, March 6.—At the meeting of the cabinet on Wednesday the plan previously favored by Premier Asquith and Sir Edward Grey, the foreign secretary, under which the province of Ulster was to offer a sort of home rule within home rule is understood to have been abandoned in favor of a temporary scheme of local option. It is now proposed, according to reports from government circles, to allow any Irish county by a plebiscite to vote itself out of the operation of the home rule bill for a period of three years.

The Irish Nationalists were reluctant to acquiesce in the local option plan and they have only accepted it subject to the endorsement by their convention which will be summoned to meet in Dublin after Premier Asquith has made his announcement in the house of commons on Monday, when the bill comes up for second reading.

INDICTED FOR MURDER

ARMENIAN BOYS WHO POLICE SAY CONFINED TO KILLING TURK WILL BE ARRAIGNED MONDAY

CAMBRIDGE, March 6.—Nishan Aprahadian, 17, and Manoug Garabedian, 16, Armenians who the police declare confessed to killing Ismayil I. Gekko, a Turk, on Feb. 18, because he cursed their religion, were indicted today for murder in the first degree. They will be arraigned on Monday.

ROBBERS TOOK \$10,000

TWO MEN JUMPED FROM AUTO, ENTERED SHOE FACTORY AND ATTACKED PAYMASTER

ST. LOUIS, March 6.—The paymaster of the Brown Shoe Co. was robbed of \$10,000 at a factory of the company this afternoon according to a report telephoned to police headquarters. The robbery was committed by two men who jumped from an automobile, ran into the factory and held up the paymaster.

MEAT FAMILING OVER

STONBY, N. S. W. March 6.—A settlement was reached today in the dispute between the employers and employees in the meat trade which had brought about a meat famine in this city lasting from Feb. 18 till today.

If you want help at home or in your business, try The Sun "Want" column.

Stock Market Closing Prices, March 6th

FOR COMPLETE REPORT OF TODAY'S CLOSING PRICES SEE LATER EDITION

NEW YORK MARKET			
	High	Low	Close
Amal Copper	74 1/2	72 1/2	72 1/2
Am Beet Sugar	21	20 1/4	20 1/4
Am Can	30 1/2	29 1/2	29 1/2
Am Can pf	30 1/2	29 1/2	29 1/2
Am Car & Fu	51	50 1/4	50 1/4
Am Locom	35	34 1/2	34 1/2
Am Steel & R	57 1/2	57	57
Am Sugar	102	101 1/2	101 1/2
Am Sugar R	35 1/2	35 1/4	35 1/4
Am Sugar R pf	96 1/2	96 1/4	96 1/4
Atchafson	97	96 1/4	96 1/4
Balt & Ohio	90	89 1/4	89 1/4
Balt & O pf	81 1/2	81 1/4	81 1/4
Br Rpt Tran	84 1/2	83 1/2	83 1/2
Canadian Pa	20 1/2	20 1/4	20 1/4
Cent & Atl	12 1/2	12 1/4	12 1/4
Cent Locom	33 1/2	33 1/4	33 1/4
Ches & Ohio	56 1/2	55 1/2	55 1/2
Chl & Gt W	12 1/2	12 1/4	12 1/4
Consol Gas	133	132 1/2	132 1/2
Del & Hud	152 1/2	152	152
Del & R W	307	306 1/2	306 1/2
Den & Rio d	13	12 1/2	12 1/2
Dix Secur Co	19 1/2	19 1/4	19 1/4
Erie	29 1/2	29 1/4	29 1/4
Erie 1st pf	45 1/2	45 1/4	45 1/4
Erie 2d pf	37 1/2	37 1/4	37 1/4
Gen Elcr	146	145 1/2	145 1/2
Gen Elcr pf	127 1/2	127 1/4	127 1/4
Gen Elcr pf	36 1/2	36 1/4	36 1/4
Illinois Cen	110 1/2	110 1/4	110 1/4
Int Mt Com	14 1/2	14 1/4	14 1/4
Int Mt pf	60	59 1/2	59 1/2
K City 50 pf	60	59 1/2	59 1/2
Kan & Tex	18 1/2	18 1/4	18 1/4
Kan & T pf	51 1/2	51 1/4	51 1/4
Mexican Cen	12 1/2	12 1/4	12 1/4
Missouri Pa	25 1/2	25 1/4	25 1/4
Nat Lead	49 1/2	49 1/4	49 1/4
N Y Central	80	79 1/2	79 1/2
Nor & West	103 1/2	103 1/4	103 1/4
North Pac	112 1/2	112 1/4	112 1/4
Ont & West	27 1/2	27 1/4	27 1/4
Pennsylvania	111 1/2	111 1/4	111 1/4
People's Gas	121 1/2	121 1/4	121 1/4
Pressed Steel	43	42 1/2	42 1/2
Pullman Co	15 1/2	15 1/4	15 1/4
Ry & S Co	37 1/2	37 1/4	37 1/4
Reading	165 1/2	165 1/4	165 1/4
Rep Iron & S	26 1/2	26 1/4	26 1/4
Rep I & S pf	50	49 1/2	49 1/2
Rock Is	5 1/2	5 1/4	5 1/4
Rock Is pf	8	7 1/2	7 1/2
St Paul	102 1/2	102 1/4	102 1/4
St Paul pf	34 1/2	34 1/4	34 1/4
Southern Ry	25 1/2	25 1/4	25 1/4
Southern Ry pf	83 1/2	83 1/4	83 1/4
Tenn Copper	35 1/2	35 1/4	35 1/4
Texas Pac	14 1/2	14 1/4	14 1/4
Union Pac	43 1/2	43 1/4	43 1/4
Union Pac pf	139 1/2	139 1/4	139 1/4
U S Rub	61 1/2	61 1/4	61 1/4
U S Steel	65 1/2	65 1/4	65 1/4
U S Steel pf	109 1/2	109 1/4	109 1/4
U S Steel pf	102 1/2	102 1/4	102 1/4
Utah Copper	53 1/2	53 1/4	53 1/4
Westinghouse	21 1/2	21 1/4	21 1/4
Western Un	63 1/2	63 1/4	63 1/4

RENEWED WEAKNESSES

IN SECURITIES AT OPENING OF MARKET—MANY LOW RECORDS—CLOSED WEAK

NEW YORK, March 6.—Renewed weakness developed today in securities which have recently been under pressure. Ches. & Ohio sold heavily. It opened with a block of 4000 shares at 56 and sagged to 55 1/2. The convertible bonds fell one. Rock Island pf. reached a new low record and the collaterals declined a point. Baltimore & Ohio, whose weakness yesterday was associated with reports of extensive new financing sold off 1 1/2.

Pressure against some of the low priced railroad shares neutralized the effect of a recovery of a point in Chesapeake & Ohio.

Heavy selling of a few stocks caused general depression today. Chesapeake & Ohio's decline reached five points by noon and Baltimore & Ohio was down 2 1/2. Both of these stocks were sold heavily by London. Bear speculators were quick to take advantage of the low prices offered by the principal stocks freely. The appearance of further unfavorable railroad reports for January and the poor showing in gross made by various lines in the last week of February also weakened the railroad list which relatively was heavier than the industrials. Traders were reluctant to take stocks except at considerable concessions and prices fell away steadily until there were numerous losses of one to four points. General motors lost four points and Kansas and Texas pf. nearly as much.

The market closed weak. The day's low prices were made in the final hour when St. Paul slumped at a rapid rate and lost four points. The stock was sold on allegations by the examiners of the inter-state commerce commission that irregularities had been discovered in the company's financial statements.

COTTON SPOT

Cotton spot closed quiet. Middling Uplands 13.00. Middling Gulf 12.25. Sales, 11,000 bales.

COTTON FUTURES

	Opening	Close
March	12.90	12.16
May	11.71	11.56
July	11.72	11.62
August	11.60	11.56
October	11.36	11.32
December	11.33	11.37

BOSTON MARKET

RAILROADS

	High	Low	Close
Boston & Albany	155	155	155
Boston Elevated	82	82	82
Bos & Maine	42	42 1/2	42 1/2
N Y & N H	63 1/2	63 1/4	63 1/4

MINE

	High	Low	Close
Adventure	1 1/2	1 1/4	1 1/4
Alouez	10 1/2	10 1/4	10 1/4
Arctadian	5	4 1/2	4 1/2
Arizona Com	5 1/2	5 1/4	5 1/4
Cal & Hecla	42 1/2	42 1/4	42 1/4
Centennial	17	17	17
Chino	41 1/2	41 1/4	41 1/4
Copper Range	25	24 1/2	24 1/2
H Butte	11 1/2	11 1/4	11 1/4
Franklin	6 1/2	6 1/4	6 1/4
Granby	51	50 1/2	50 1/2
Hawdon	19 1/2	19 1/4	19 1/4
Indiantown	5 1/2	5 1/4	5 1/4
La Salle	4	3 1/2	3 1/2
Mohawk	4 1/2	4 1/4	4 1/4
Nevada	15 1/2	15 1/4	15 1/4
Spokane	6 1/2	6 1/4	6 1/4
Superior	20 1/2	20 1/4	20 1/4
North Butte	2 1/2	2 1/4	2 1/4
No Lake	3	2 1/2	2 1/2
Old Colony	3 1/2	3 1/4	3 1/4
Old Dominion	33 1/2	33 1/4	33 1/4
Quebec	51	50 1/2	50 1/2
Roy Cop	19 1/2	19 1/4	19 1/4
Shannon	6 1/2	6 1/4	6 1/4
Superior	20 1/2	20 1/4	20 1/4
Superior & Boston	41	40 1/2	40 1/2
Tamarack	41 1/2	41 1/4	41 1/4
Trinity	11	10 1/2	10 1/2
Utah Cons	11	10 1/2	10 1/2
Wolverine	46	45 1/2	45 1/2

TELEPHONE

	High	Low	Close
Am Tel & Tel	121 1/2	121 1/4	121 1/4
New Eng Tel	138 1/2	138 1/4	138 1/4

MISCELLANEOUS

	High	Low	Close
Am Pac	3 1/2	3 1/4	3 1/4
Mass Elec pf	61 1/2	61 1/4	61 1/4
Mass Gas	91	90 1/2	90 1/2
Mass Gas pf	94 1/2	94 1/4	94 1/4
United Fruit	166 1/2	166 1/4	166 1/4
United Sh M	54 1/2	54 1/4	54 1/4
United Sh M pf	28 1/2	28 1/4	28 1/4

UNLISTED SECURITIES

	High	Low	Close
Alaska Gold	21 1/2	21 1/4	21 1/4
Am Woolen Co	19 1/2	19 1/4	19 1/4
American Zinc	19 1/2	19 1/4	19 1/4
Butte & Superior	3 1/2	3 1/4	3 1/4
Lake Copper	9	8 1/2	8 1/2
Miami Cop	22 1/2	22 1/4	22 1/4
Pond Creek	15 1/2	15 1/4	15 1/4
Swift & Co	107 1/2	107 1/4	107 1/4
U S Smelting pf	45 1/2	45 1/4	45 1/4
Utah-Apex	2	1 1/2	1 1/2

BONDS

	High	Low	Close
Am Tel & T's	88 1/2	88 1/4	88 1/4

MONEY MARKET

NEW YORK, March 6.—Merchandise paper 4 1/2. Sterling exchange easy. Sixty day bills 483.50; for demand 485.50; commercial bills 483.50. Bar silver 53 1/2. Mexican dollars 45 1/2. Government bonds steady. Railroad bonds heavy.

Call money steady 3 1/2 per cent; ruling rate 1 1/2; last loan 2; closing 1 1/2.

Time loans easier, 60 days 2 1/2; 90 days 3; six months 3 1/2.

Winding Up the Winter Business

Balance of Stock At About 25c On the Dollar

WINTER COATS AT \$7.50

Lowest quotations on such swell coats, \$12 to \$20 coats in the assortment.

WINTER SUITS \$10

We want to dispose of every Winter Suit by Monday night. \$20 to \$30 suits at \$10.00 choice.

125 PLAID SKIRTS

Come in today; they are \$3.00 Skirts, but today and Monday you can buy \$2.00

CHOICE OF 25 COATS

Selling to \$12.50, \$3.90 at Children's Coats at \$1.00, \$2.00

NEW SPRING CREPE DRESSES

—AT— \$7.98

Tango, Duck Blue, Navy and Russel; \$10.00 value everywhere.

Hundreds of Odd Garments Around the Store at Your Own Price.

Cherry & Webb 12-18 JOHN STREET

THE TAX SYSTEM FIRE THREATENED

Gov. Walsh Reiterates To Destroy the Working Plant in Dutton Street

BOSTON, March 6.—Governor Walsh this afternoon declared that the present tax system of the state was wrong and inefficient and a system which taxes one man on every thousand dollars worth of property that he possesses and allows another possessing more wealth and property to escape without taxation.

The Governor reiterated his request that the legislature call a constitutional convention.

"I want to take this occasion," he said, "to notify the public and those interested in taxation reform that in my judgment, based upon the experience of the efforts to get favorable action in the legislature in the last few years, there is no other way except through a constitutional convention."

MESSINGER MONAHAN

RECEIVED DEMAND FOR DOWNS CAPTURED IN THE CITY HALL TOWER

"Are you the city messenger?" asked a youth of Messenger Monahan in the latter's office this noon.

"Yes," was the reply.

"Well, I would like to have some of those down you are giving away," said the boy. The visitor then informed the city messenger that he read in The Sun a short time ago that the messenger was making an endeavor to capture all the pigeons that have made a bunting place of the city hall steeple, and inasmuch as he (the boy) is real fond of pigeons, he thought he would try to get his share of the birds. He told how he constructed a modern pigeon coop, and he is now ready to shelter under its roof as many birds as the messenger will be kind enough to pass his way.

Mr. Monahan informed his visitor that his success thus far in capturing pigeons has not been very flattering. "It seems," said Owen, "that the doves must also have read the item in The Sun, for since the very day the article was published I haven't seen a pigeon about the place. I have set traps of all descriptions to capture them alive, if possible, and even baited them in good style, but there's nothing doing. The pigeons fly around the tower but they absolutely refuse to enter their former abode. However, my young man, come around again and if I can accommodate you with a few specimens of this noble race, I will cheerfully do so," and the boy left the building with a feeling that the days are not far away before his new pigeon coop is filled with tumblers, fanfalls and other doves.

OFFICERS EXONERATED

WASHINGTON, March 6.—The report of a naval court which investigated charges that an ensign was responsible for a series of thefts from the battleship New Jersey at Boston has reached the navy department and is said completely to exonerate the suspected officer. It probably will not be made public.

CAPTAIN MANSON DEAD

BOSTON, March 6.—Captain Edward S. Manson, one of the state's pilot commissioners, and a commander of many clipper ships, died today at the age of 54 years.

COBURN'S

PURE GOODS	
Denatured Alcohol,	100
Witch Hazel, pt.	15c
Liquid Disinfectant, pt.	15c
Castor Oil, pt.	17c
Cod Liver Oil, pt.	15c
Cottonseed Oil,	15c
Sanitary Oil,	20c
Camphorated Oil,	40c
Olive Oil, pt.	40c

53 MARKET ST. Free City Motor Delivery

MAN FOUND DEAD WITH HIS HEAD IN COAL HOD

Providence Fish Dealer Was Suffocated in a Peculiar Manner at His Home Early Today—Fell Off Chair, it is Believed

PROVIDENCE, R. I., March 6.—John H. Leach, a fish dealer of this city, was suffocated in a peculiar manner at his home early today. He was found dead with his head in a coal hod which was jammed tightly beneath the waterpipes in the kitchen. It is supposed that while sleeping in a chair he fell out and struck his head on the coal hod which slid beneath the pipes. Medical Examiner Langfellow declared Leach's position was such that it would have been impossible to have extricated himself.

WAS CURED AT LOURDES FOUND UNCONSCIOUS

WOMAN IN DYING CONDITION RETURNED TO HEALTH AT FAMOUS SHRINE IN FRANCE

LONDON, March 6.—Agathe has the shrine of Lourdes, France, been the medium between heaven and earth for the cure of an apparently dying person. Today a cablegram reached the relatives of Mrs. Hugh Lindsay, 29 Cheltenham Terrace, Heaton, Newcastle, of her complete recovery from what was asserted by several specialists to be a mortal disease. Last autumn Mrs. Lindsay proceeded to the world famous little French town to take the baths. For some time before she had been forced to keep to her bed owing to ill-health, which, her physicians thought, would prove fatal. Hearing of the frequent cures effected she asked to be allowed to see what the famous shrine could do for her. So it was Mrs. Lindsay that it was necessary to carry her off the train at the Lourdes station.

CANAL TOLLS EXEMPTION

SIMS BILL FOR REPEAL WAS FAVORABLY REPORTED BY HOUSE COMMISSION

WASHINGTON, March 6.—The Sims bill to repeal the Panama canal exemption was favorably reported by the House commerce committee today by a vote of 17 to 6. Representatives from Michigan, democrat, Knowland of California, and Hamilton of Michigan, republicans, and Lafferty of Washington voted against it. The bill as reported by the committee is brief and to the point. It simply provides that the sentence in the Panama canal act reading "no tolls shall be levied upon vessels engaged in the coastwise trade of the United States" shall be repealed. Members who voted against it pointed out that another provision relating to minimum tolls also must be repealed or the whole question still will be open and the United States may in its discretion allow American vessels free use of the canal.

SEN. POINDEXTER WANTS PRESIDENT TO EXPLAIN MATTERS OF GREATER DEMACY

WASHINGTON, March 6.—Senator Poindexter, progressive, today introduced a resolution calling on President Wilson to explain what matters of even greater delicacy and newer consequence he referred to in his speech to congress yesterday as depending on the repeal of the Panama tolls exemption. The resolution with a similar one by Senator Jones, republican, of Washington went over for a day under the rules. At the White House yesterday the president when questioned about that feature of his address explained that he meant to say that it was very awkward to deal with foreign nations which took the position that the United States did not live up to its treaty obligations. This particular part of the address, however, was widely discussed and many constructions were applied to it.

WILLIE HOPPE IN LEAD

WITH THREE GAMES WON AND NONE LOST, HE HAS HIGHEST STANDING IN TOURNAMENT

CHICAGO, March 6.—With three games won and none lost and with a high run of 216, Willie Hoppe today had the highest standing in the five-man, 18.2 billiard tournament, which is being played here. The official standing is:

Player	Won	Lost	P.C.	Run
Hoppe	3	0	10.0	216
Sutton	2	0	9.9	33
Yamada	2	1	9.7	31
Slosson	2	2	9.9	31
Barnard	0	3	8.9	31

DEATHS

BILLIDA—John, aged five days, died today at the home of the parents, Mr. and Mrs. Zimari Billida, 15 Howe street.

STEAMER ARRIVES
NEW YORK, March 6.—Arrived, steamer Madonna, from Marseilles, via Providence.

MIDDLESEX AND ESSEX DELEGATIONS AT HEARING

Urging State to Cooperate With Federal Government in Making the Merrimack Navigable From Lowell to the Sea

The highest and most enthusiastic meeting yet held in connection with the development of the Merrimack river from Lowell to the sea took place at the state house this forenoon. There were at least 200 proponents of the proposition present from Lowell, Lawrence, Newburyport, Haverhill, Amesbury and other places. The enthusiasm was so great that hand-clapping was indulged in and the chairman of the committee before which the hearings was held, the committee on harbors and public lands, reminded the enthusiasts that cheering of any kind was forbidden in any of the committee rooms at the state house. Lowell, more than any other city represented, has cause to feel proud of the enthusiasm manifested at the hearing, for the waterway committee of the Lowell board of trade made the meeting possible by taking the initiative in co-operating with other towns and cities interested in the proposition. The hearing was called, primarily, for the purpose of discussing the special report of the Merrimack Valley Waterway board relative to the development of navigation and power in and along the Merrimack river, and to have the committee on harbor and lands recommend that the board send representatives to Washington to lay the matter before congress. Speakers urged the co-operation of the state and federal governments and some fine arguments were presented. Senator Brigham of Bristol is the senate chairman of the committee and Rep. Belding of Springfield, the house chairman. The committee seemed very much impressed with the arguments offered, as well as with the special report of the board, and the committee will come to Lowell next week to take a view of the Merrimack from here to the sea. The visit was suggested by the committee. All of the delegates present were a paper being inscribed as follows: "On Boston" in large letters and under heads in smaller type: "I will join the Lowell delegation at the State House, Friday, March 6, 1914."

The report of the special committee contained several recommendations, important among which were the following: That the legislature memorialize congress to take early and favorable action looking to the improvement of the Merrimack river, and its opening to navigation from the sea to Lowell, and urging that appropriations be made to carry out the necessary work in co-operation with the commonwealth. That an appropriation of \$1,000,000 be made by the legislature for the purpose of improving the Merrimack river, and an extension of agreement by the commonwealth to a policy of co-operation with the federal government with respect thereto, the expenditure of this appropriation to be conditioned upon the passage by congress of appropriations for the same purpose.

THAW LAWYER DISBARRED

CLIFFORD HARTHIDGE SQUANDERED \$50,000 TO INDUCE WOMEN TO LEAVE NEW YORK

NEW YORK, March 6.—Clifford Harthidge, counsel for Harry K. Thaw at his first trial for the killing of Sarah Jane White, was disbarred from the practice of law today by the appellate division of the supreme court. The court found that Harthidge had squandered \$50,000 to induce women witnesses who might have testified against Thaw to leave the city. The first improvement on the Merrimack river was started by the national government in 1828 and since that time several surveys had been made but until two years ago when the legislature created the Merrimack valley waterway board the matter had not received the public support and consideration commensurate with its great importance. The United States has spent \$128,000,000 on its river and harbor improvements. Of that great sum only one hundred and forty-seven millions have been spent on the Atlantic seaboard. That is just seven millions more than France appropriated last year to develop her internal waterways. The difference between our hundred and forty-seven millions and France's hundred and thirty-five millions is the Mississippi and Ohio rivers and the south and west of this country. Canada to the north in thirty to thirty-five years has spent three hundred and sixty millions, and is now about to spend one hundred million more on her canals, rivers and harbors. Montreal, Halifax, thirty-five millions; St. John, Toronto and Kingston are also to receive millions for harbor improvements. Unfortunately, for Massachusetts we are lagging behind in the improvement of our rivers and harbors so that the great commercial capital of the United States, New York when it ought to have been Boston on account of its better water to Europe.

CONVICTIONS AFFIRMED

APPELLATE DIVISION OF SUPREME COURT REPORTS ON CASES OF FORMER N.Y. POLICE INSPECTORS

NEW YORK, March 6.—The appellate division of the supreme court today unanimously affirmed the conviction of former Police Inspectors Martin, Thompson and Sweeney, found guilty of having conspired to obstruct justice. In the case of the fourth convicted inspector, Hussey, the court reversed the conviction and directed his discharge from the Blackwell's island penitentiary. The decision comes too late to be of much material benefit to Hussey, since his term of a year expires on Monday next, on that date also the others are to be released, provided they meet fines of \$100 imposed at the time of their conviction.

WARREN PORTER DEAD

Was President of Springfield Chamber of Commerce and of New England Box Co.

BOSTON, March 6.—B. Warren Porter, president of the Springfield chamber of commerce and of the New England Box Co., died suddenly here today.

ACCUSES PRESIDENT WILSON OF COERCION

Sen. Works Attacks Administration and the Legislation it Has Passed—Says President is Opposed to Woman Suffrage

WASHINGTON, March 6.—Emphatic disapproval of the administration, the legislation which it has passed and of what he called the coercion used by President Wilson to compel action by congress was voiced in the senate today by Senator Works of California in delivering what he termed a friendly review of the achievements of the executive and legislative branches of the government in the one year of democratic rule. A year of almost continuous congressional session mostly for the political disadvantage of the democratic party, was declared to be the most striking feature of the administration. He declared it was evident to everybody that the administration is opposed to granting suffrage to the woman but lacks the courage to come out openly and oppose it.

FIND BODY ON BEACH

MISS EDITH K. DUSTIN LEFT NOTE SAYING THAT LETTER WOULD EXPLAIN SUICIDE

GLOUCESTER, March 6.—The body of Miss Edith K. Dustin, 37, and a graduate of Lasalle seminary, was found on the beach here today. It is supposed that she threw herself into the water last night. In her clothing was found a note saying that she had left a letter to her mother which would explain her suicide.

DIED FROM POISON

AUGUSTA, Me., March 6.—Fred Walker, a local sewing machine agent, aged 40, was found in a helpless condition in Maine Central railroad passenger station today. Near him was an empty phial which had contained poison. He died at the police station three hours afterward.

FEAR OVERFLOW

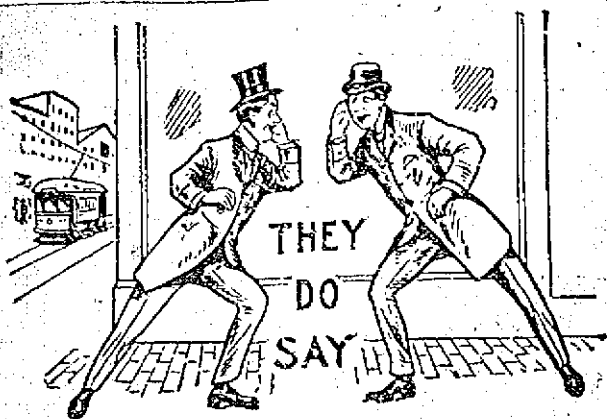
Heavy Rain Would Start the Merrimack River Rising Again

Although the water in the Merrimack river has receded nearly two feet since Monday and all fear of a freshet abating its banks, and especially in this district, seemed past, the present unfavorable weather conditions may cause the river to rise again unless the temperature lowers considerably during the next 24 hours. The latest report from the weather bureau says "snow or rain," and if it should be the latter it will again start the water flowing from the roads and highways and damage may be the result. The height of water flowing over the crest of the Pawtucket dam decreased fully a foot this forenoon, according to official figures, but today's storm will undoubtedly start a slight rise if the weather continues as warm as it is at the present time. Four and three-tenths feet of water flowed over the dam at 11 o'clock this morning and before the storm started it was believed that all danger of overflowed banks was passed. However, it was stated early this afternoon that the river could still stand a few hours of rain without any fear of a flood.

HEARING AT CITY HALL

CHAIRMAN MESWENNEY PRESIDED OVER INDUSTRIAL ACCIDENT HEARING TODAY

The Industrial Accident board this morning gave a hearing at city hall on the death of one Frank Silva, who lost his life in a runaway accident in this city in 1913. The hearing was held because the parents of the deceased did not receive the compensation to which they were entitled under the insurance law. The hearing was presided over by Edward B. Meswenny, while the attorneys were J. Joseph O'Connor, of this city, and Edward L. Sparrow, Esq. The attorneys were L. C. Doyle, for the insurer and Arthur L. Woodman for the employee. The accident occurred on Oct. 25, 1913, when Silva was in the employ of the White Silas & Pratt Rendering Co., of this city. The horses he was driving became frightened at an electric car and they ran away. The wagon struck a telephone pole and Silva was thrown forcibly to the ground. He was removed to his home at 35 Lagrange street and later to the hospital, where he died from his injuries on Nov. 13 of the same year. After hearing the testimony of the mother and sister of the deceased, the arbitrators took the matter under advisement. Before leaving the afternoon chamber, Mr. Meswenny paid a flattering compliment to Messenger Monahan, by calling his attention to the fact that Lowell had the best suitable room for hearings of the board than any other city in the commonwealth.



That that skating party was a big success.

That Jack threw a snowball through a window.

That some small people have big ideas and ideals.

That the girl with the diamond ring has not resigned yet.

That Billy Gilcrest is wearing the smile of happiness.

That Murphy's dog must have bitten the owner recently.

That the maxixe is to be succeeded by the narrow-gauge shuffle.

That "Red" was feeling blue at the conclusion of the tango trial.

That Andrew Mowatt is one of the hustling "jiners" of the town.

That the ball in aid of St. John's hospital will be held on April 23.

That even mayors are expected to keep their campaign promises.

That Judge Enright is right, all right on the tango case.

That Murphy's goat barks louder than Murphy's dog.

That being superintendent is rather unenviable—under some circumstances.

That the tangoists have received an offer to go into vaudeville.

That, if a fellow smiles, some people think he is giving them the ha, ha.

That resignations are coming fast since Curley became mayor of Boston.

That Conductor Tom Flynn is the embodiment of politeness, courtesy and consideration.

That the citizens will believe Mayor Murphy's story about an \$18 tax rate when they see it and not before.

That the mayor will feel better if he never hears what the banqueters said about him.

That a few members of the park commission are in danger of overdoing the "economy" cry.

That the Merrimack river cannot be ignored at present, either in the legislature or in Lowell.

That one of the clerks in Western avenue is studying law in the Hildreth building Wednesday afternoons.

That Officers Clark and Swanwick would have danced more gracefully had they stood back to back.

That Miss Lowell looks charming with the liberal application of hot snow-brand talcum powder.

That the tax rate is soaring higher than the reputation of the commissioners for keeping their pledges.

That Lowell men are contemplating attending the Charitable Irish society dinner in Boston March 17.

That the schoolboard can find a suitable man for the Edison school out of our 105,000 population if it wants to.

That everyone will now learn the tango and kindred other new conformation dances for the summer.

That there are very poor hospital facilities at the city hospital in Chelmsford street.

That, anyway, a man couldn't dance the "Texas Tommy" with any superfluous load.

That the high water caused more damage at Beaver brook than in any other place in the vicinity of Lowell.

That it is the general opinion that there will be a long ballot at the coming town meeting of Billerica.

That it was an interesting sight to see the beginners at the skating rink the other night.

That another industry was brought to Lowell during the past week through the efforts of the board of trade.

That the Matthews of Billerica speak highly of the hospitality of the Y. M. C. boys.

That Associate hall will be the scene of a series of lively basketball games in the near future.

That the Concord river has resembled more than "a little stream" during the past few days.

That Jimmy Gray expects to have a team this year that will keep up the good work of its predecessor.

That if barbers came under the civil service rules they ought to land something with their pull.

That the Buntings will hold a singing contest for members only, at their smoke talk, this evening.

That it's an all-fired poor rule that hangs fire when the time comes to apply it.

That the park commission is in a fair way to go the way of the old common council.

That, if you told the average man that any woman was in love with him he wouldn't be surprised a bit.

That some people may keep a secret by putting it in cold storage and then losing the key.

That several of the men drew the color line and refused to wear the union button.

That Assistant District Attorney Mc-

Donald made many friends during his visit to this city with the grand jury.

That the evening classes of the Lowell Textile school were very popular during the year just closed.

That the much heralded benefit dance will not be conducted under present circumstances.

That when a woman is now said to be "hobbling along" the inquiry is put "crippled or stylish?"

That it's all right to hope for the best, but hoping is not only drowsy, but cannot be put down as adequate exercise.

That the Hunting club is going to Lawrence by special trolley Saturday, March 14, to visit the British Social club of South Lawrence.

That Thursday a reporter asked ten local dancers who was the most popular man in town and nine answers were identical.

That the members of the Gorham Street Primitive Methodist church hope Rev. W. Matthews will accept the invitation to remain as pastor.

That the return of the world touring ball players set at rest many wild reports, that some of the stars would join the Federals.

That Henry Carr believes in signs, and evidently thinks others do, judging from the placards that adorn his windows these days.

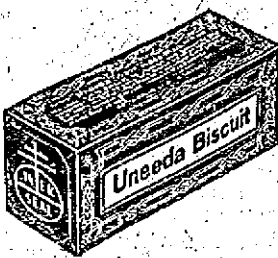
That the members of the Y. W. C. A. think they are just as good solicitors as those who took part in the Y. M. C. A. campaign.

That the Lowell high school track team expects to come back strong tonight when it meets the team from the Boston English high.

That the board of trade had an excellent opportunity to take Mayor

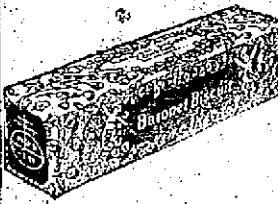
Uneda Biscuit

Nourishment—fine flavor—purity—crispness—wholesomeness. All for 5 cents, in the moisture-proof package.



Baronet Biscuit

Round, thin, tender—with a delightful flavor—appropriate for luncheon, tea and dinner. 10 cents.



GRAHAM CRACKERS

A food for every day. Crisp, tasty and strengthening. Fresh baked and fresh delivered. 10 cents.



Buy biscuit baked by NATIONAL BISCUIT COMPANY

Always look for that name

Murphy's measure Thursday night, and they took it.

That the animal dance inspector has added to his official equipment a telescope, a sofa pillow, three sheets of paper and a tape measure.

That if there is migration of souls into the vegetable kingdom, there will be great forests of "nut" trees next century.

That the gentleman who tried to meet two other gentlemen at the board of trade banquet, unsuccessfully, will carry a lantern next time.

That there are quite a few citizens willing to allow that Senator Weeks knows more about the currency bill than they do.

That after all there must have been an element of greatness in Porfirio Diaz, for did he not keep peace in Mexico for 30 years?

That a dog inspector will soon be appointed at city hall and that one of the assistant messengers is in line for the job.

That Engineer Keeney at city hall is very fond of book agents and Mr. Beano, the elevator man will vouch for this.

That work on St. Jean Baptiste church is progressing and when the temple is completed it will be one of the finest in the city.

That St. Joseph's college alumni will make a hit with the presentation of "Le Comptable" and "L'osement d'un Louer" at Easter.

That the members of the Greek community are planning a big celebration for the first anniversary of the battle of Jannina.

That Fire Chief John A. Mullin of Boston is to retire on a pension of \$250 a year, more than our wharf gets in actual service.

That some one compends the "Texas Tommy" to "Dr. Tom Danahy at the city farm for use on his 'overcharged' charges.

That Daniel J. Gallagher of Boston, candidate for congress to succeed Mayor Curley, is related to Joe Cronin, the reporter.

That Officer Hamilton couldn't stop the lady who ran in front of the automobile at Tower's corner the other evening.

That not all people who do favors for are ungrateful, for if this were true the world would be a hard place to live in.

That a Redding printer on our estimated contemporary would suggest, even though he drove one of the first electric cars hereabouts.

That a joker suggests that the word "voluptuous" in the celebrated tango warrant used to work in the old bolt shop on Lawrence street, making bolts for balloons.

That Cercle-Jacques-Cartier, the new social and mutual organization in Notre Dame de Lourdes parish is recruiting new members every week and its membership is now quite large.

That the purchasers of the property of the Belvidere Woolen Co. at the auction sale Thursday afternoon, made real bargains.

That the parochial schools of St. Joseph's parish were closed Friday afternoon for the sake of Rev. Joseph Josephine O. M. I., whose funeral took place on that day.

That it is astonishing the amount of indignation is aroused in England by the death of one British subject abroad and almost complete apathy that he persist in spite of the fact that thousands are dying of preventable diseases at home.

That the sea blue eyes, the suggest checks and the pleasant nose of the drummer at Odd Fellows hall, Centralville, last evening were the cause of frequent mis-steps among the dozens of tiny pumps which glided along its floor.

That the sweet little chorister who, with his unobtrusive voice and matadoran cravat entrances the beautiful grange Thursday evening gatherings, is considering a proposal from "Oz," Haginertshu, the virtuoso who discovered Caruso.

That His Honor suffered for a moment from mental aberration at the board of trade banquet, lost the thread of his discourse, and launched out into one of his warmed-over campaign speeches.

That the most important conferences of the year have been held between two gentlemen who have been meeting recently in front of the Sun building at 5 p. m. and taking slow and stately walks.

DARTMOUTH ALUMNI ASSN.
PORTLAND, Me. March 7.—The annual reunion and dinner of the Maine Dartmouth Alumni association was held here last evening. Prof. Herbert D. Foster, '85, was the guest of the evening. Other speakers were: Dr. J. A. Spaulding, '65; Charles E. Cook, '85; and Rev. Ashley D. Leavitt, '90.

Officers elected were: President, Dr. John P. Thompson; vice president, Richard Webb; secretary and treasurer, Vernon F. West; executive committee, Dr. Philip P. Thompson, Robert H. Lane, H. D. Lakenore, Nathan C. Redden, John B. Thomas.

\$20,000 LOSS IN LYNN FIRE
LYNN, March 7.—The Mount Hope house, situated on the highest elevation in the city, was burned last night. All the lodgers escaped. Firemen were hampered by inability to get apparatus up the steep grades. The loss is estimated at \$20,000.



What's Wrong With the Light?

This is asked very frequently by some member of the family. This often indicates the need of glasses or that the ones being worn need changing. Do not neglect such warnings as your eyes are of too much value to you to abuse them, and they are the only ones you will ever have, so why not be careful of them. Come in and let me examine them by my method. If you do not need glasses I will tell you so. I can put new lenses into your old mountings at a very small cost or furnish new glasses complete for \$2.95, \$4.

J. H. ROGERS

OPTOMETRIST
502 NEW BUILDING
When you break a lens, tel. 2051.

Great Spring Millinery Display

LADIES



NEAT HEMP SHAPE, in black, brown, mahogany, navy and other colors—a very good sample of the effective styles of 1914's Spring. Retail price, \$3.50. Our wholesale price direct to you

\$1.68

LOOK FOR THE

Blue Signs

196 MERRIMACK STREET

We have just moved from 158 Merrimack Street



BE SURE TO SEE ONE of the season's favorites—a neat, rich looking hemp shape. Most desirable colors. Retail price \$3.50 and \$4.00. Our price, wholesale direct to you.

\$1.88



ASK TO SEE THIS model. High grade hemp in all colors. It is but one of the many shapes, the newness of which is characteristic of these wholesale rooms. Retail for \$4.00. Our wholesale price direct to you

\$2.48

Broadway Wholesale Millinery Co.

UP ONE SHORT FLIGHT 196 MERRIMACK STREET OVER A. L. BRAUS Cloaks and Suits

LOWELL PROGRESSIVES

PASS THE WORD ALONG TO THE COUNTY COMMISSIONERS THEY DO NOT APPROVE OF ACTIONS

The Lowell Progressive club at a meeting held last night notified the county commissioners by a resolution which was passed unanimously that it is opposed to appointments made for political reward. Alleging that the recent appointment

of custodian of the court house was a serious mistake, and adding also its protest to the proposed increase in the salaries of the county commissioners, the club passed the resolutions to that effect without a dissenting vote.

Secretary A. S. Goldman read a detailed report as to increase of membership, showing a membership of over 200 at the present time.

ON WOMAN SUFFRAGE
WASHINGTON, March 7.—A prolonged but futile attempt was made in the senate yesterday to get unanimous consent to limit debate on the woman suffrage resolution and take a final vote next Tuesday. The discussion will be resumed Monday.

Established 1900

Telephone Connection

WEINER'S Final Mark Down Sale FINE FURS.

Will start Saturday morning and will include every piece of Fur and Fur Coat in

Our New Store, 228 Merrimack Street

An investment here means a saving of 33 per cent. to 50 per cent. for next season.

FURS STORED DURING SUMMER For 3 Per Cent. of Their Value. Furs Called For and Delivered

OUR MOTTO

Being never to carry over any manufactured FURS (and you are buying WEINER'S manufactured furs when buying of us) from one year to another. We are not going to stop for anything but a clean store.

Weiner's Fur Store

NEW ADDRESS—228 MERRIMACK ST. Formerly Boston Cloak and Suit Store.

GEO. H. WOOD'S
GREAT BUNDLE SALE
STARTS TODAY DON'T MISS IT

GRAND OPENING

OF THE NEW

L & K SHOE STORE

158 Merrimack Street

We bid you welcome TODAY TO OUR GRAND OPENING where the finest of this SEASON'S STYLES IN THE LATEST FOOTWEAR FOR LADIES AND GENTS are on sale. You can save money at this shoe store in every purchase that you make. It is not what we pay for an article, it is what we save on an article that counts. We will not attempt to quote prices as we have no time to do so, but we will make the sale a memorable one for you, and as a special inducement to have you call we intend to give each purchaser a useful and beautiful souvenir. Honest goods at honest prices is to be our business motto. We intend to have the new L. & K. boot and shoe store the home of both best qualities at lowest prices. The only thing cheap about our stock will be the prices. Everybody welcome.

Do not Forget the Place at 158 Merrimack St.

L & K SHOE STORE

For Saturday Only

New Fiction

Regular Price \$1.10 to \$1.40, for..... 50c

If you can't believe it, look in one Merrimack street window.

R. E. JUDD

Bookseller and Stationer
79 MERRIMACK STREET



THE 1914 SHOW

TO BE THE MOST ELABORATE AUTOMOBILE EXHIBITION EVER HELD IN NEW ENGLAND

Another Boston automobile show, more gorgeous in its setting, with a larger and more varied display of motor cars and accessories, will open this evening. In Mechanics building, and will be on every day next week. The lavish hand of the artist has turned this great exhibition hall, covering six acres of space, into one great harmonious riot of color that makes a beautiful background for the bright gleaming models. Thousands upon thousands of electric lights will make "The Greatest Auto Show on Earth" resplendent with illumination. Every representative manufacturer in America and Europe will display his cars at this show.

The decorations are by far more gorgeous than anything ever attempted in a public building in Boston before. A fortune has been expended in beautifying these great exhibition halls. The general motif for the magnificent decorations for this year is Italian in character, nearly all the details being from drawings made by the architect, Ernest W. Campbell, while on a special tour through Italy and various countries of Europe last year. In general, the first of the large halls presents a scene that is Roman in style. The entrance lobby, faced on either side by marbleized panels, is completely transformed, having elliptical arches springing from fluted statues stand out in bold relief against a dense background of foliage.

As one enters the building to exhibition hall they pass through the Roman arch. All the massive beam work is completely concealed by hand-painted entablatures in the Roman style of architecture in the form of a moulded cornice, while the pieces showing a massive carved decoration of the same period. Electric lights to the number of thousands are used to enhance the beauty of the arches. Massive columns in antique bronze, surmounted by illuminated glass globes serve as a bearing the name of the hall and defining each space.

The side walls are treated with the marble cornice effect, the scenic paintings between, and Italian traceries over the windows. At the end of the main aisle the stairway leading to the balcony is so designed that a brilliant effect of electrical display and marble statuary is presented. Beautiful foliage and floral decorations form a striking feature at this point. The Roman canopy or awning effect is carefully wrought out in the overhead lightwell treatment.

In striking contrast to the stately purity of design in the exhibition hall, one can now in the gorgeousness of the Venetian coloring in the grand hall. The great proscenium arch, curtained with its tormentors or side curtains, is strikingly beautiful with its rendering in carved and mosaic effects. This great piece of art work is 140 feet long and 45 feet high.

The stage cyclorama of Venice, 90 feet long and 30 feet high presents a striking view in perspective as seen through the gorgeous banners of the city of Doges. The various parts of Grand Hall from every point of view form studies worthy of the most critically artistic minds. The entire ceiling is covered with a massive canopy effect, pierced to represent open carved work, from which are pendant electric lights, each composed of 12 Venetian wrought iron lanterns illuminated. Garlands of bright flowers are festooned far below each of the lamps, while a multitude of brilliant streams of light stretch from canopy to canopy and then off to meet the arches surrounding the entire hall from ceiling to the bottom of the second balcony.

The arches are studies adapted from the Ducal palaces and their execution at the hands of the artists are little short of marvelous. The face of the balcony represents accurately the carved decorations seen along the various canals of Venice. Projecting balustrades, filled with flowers rich in magnificent carvings are seen at regular intervals and between these in light hues, are many crests of the Ducal rulers.

Opposite the stage is seen the great "piece de resistance" of the show, "The Grand Canal of Venice," 150 feet long and 40 feet high, painted by the master of scenic art in this country. The view of this from the stage through a vista of color with the gilded carvings, and wonderful decoration effects of the orchestra court is one never to be forgotten.

Such is the setting for the several hundred automobiles that will be on exhibition, and it is one great harmonious whole. Manager Charles I. Campbell has had an army of men working out the details of this great show, and when the building opens at 8 o'clock tonight everything will be ready for the accommodation of the thousands and thousands that flock annually to this opening.

The big day, of course, will be next Wednesday which has been designated as "Society Day." Boston's bluest blood and the smart set always run out to the Boston Automobile show on the day designated to them. Governor Walsh and his staff and Mayor Curley and the members of the city council, also attend the automobile show on this day.

In all there are 250 exhibitors, of this number 90 will display different types of motor cars. All of the representative American makers will be exhibitors. There will be almost two dozen makes that will be shown in the retail trade of New England for the first time. This will include the cycle car which is of course brand new.

There will be a lot for even the motor wise to observe at this big exhibition. The accessory department will have a hundred new "whistles" that will have an absorbing interest. Everything new and up to the minute in motor car construction will be on exhibition.

The pleasure car section will close next Saturday night and the following Tuesday evening the commercial motor vehicle show will open in the same building and be on until the following Saturday night.

MECHANICS' BUILDING, BOSTON, the SCENE of GREAT AUTO EXHIBITION

Pleasure Car Section
March 7 to 14
Commercial Car Section
March 17 to 21

ALL LOCAL AUTO DEALERS

Will be Prominent in the Boston Show Which Opens Tonight—Large Delegation From Lowell

The Boston Auto show which opens tonight and motor vehicle supplies and the tonight in Mechanics hall will attract reason for this can be seen at a glance. The motor-buying public of all the local dealers in motor vehicles' glance. The motor-buying public of

TREMONT GARAGE

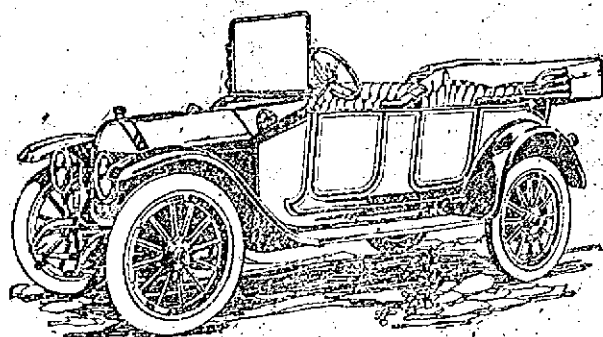
Cor. of Tremont and Moody Sts.

First class equipment for Auto Repairing. First class workmen and first class work guaranteed.

All makes of cars repaired and overhauled by competent men. We make a specialty of FORD Cars.

PETER J. McKENNA, Prop.

Phone 3442-W or 3442-R



"Light Six" or Model 6-48
OAKLAND
"THE CAR WITH A CONSCIENCE"

The modern Oakland is the mature issue of a healthy growth. It is powerful—beautiful—complete—a concrete reflection of cosmopolitan taste.

The strong, powerful motors, the big friction eliminating bearings, the left-side drive, center control, the famous Delco starting, lighting and ignition system, German silver V-shaped radiator, extra deep upholstery, side doors, concealed hinges, large luggage compartments, extra pockets; all these refinements and important features indicate the complete, up-to-date character of the Oakland product.

Price \$1150 to \$2600, f. o. b. factory. All cars fully equipped.

AMEDEE ARCHAMBAULT

Sole Agent for Lowell and Adjoining Towns

738-742 MERRIMACK ST., LOWELL. Telephone 109

Lowell will attend the Boston exhibit in such numbers that none of the local dealers feel that they can afford to miss a representation at the show for a single afternoon or evening. The Boston show this year will be

produced on the same large scale that has been its chief asset in previous years. All of the car manufacturers will send in their respective makes with their corps of attendants and each will attempt to outdo the others in their demonstrations.

The large wholesale houses of auto supplies and accessories, however, will not exhibit this year. None of the houses entered their wares in the big New York show and say that never again will they compete at any of the shows held in the large cities throughout the country. The reason advanced is that the tremendous expense which they undergo at each exhibit is not made up by the returns from the advertising thus received.

The dropping out of the whole sales, however, seems to have made but little difference in the success of the shows held thus far. The manufacturers will be there in full force to welcome the public the same as at the other exhibits so that the local dealers are not worrying at all about their various wares being given a full and glowing account of.

The tire companies will be another feature of last year's show which will not be seen tonight and next week at Mechanics building. All of the manufacturers of auto and motor cycle tires decided to omit the auto shows as an advertising medium and consequently did not exhibit at the New York show.

Arthur L. Cummings and Leon Haines will be in Boston during the entire run of the show to take care of the interests of those among the local people present who will linger at the stands occupied by the Stutz, Studebaker and Jeffray cars.

President Benson of the Studebaker company will tender a banquet to all of the concern's New England agents Thursday afternoon at the Hotel Lenox and both Lowell men will be in attendance. It is expected that Mr. Benson will give a description of the company's plans for the ensuing year during his post-prandial talk.

S. L. Rochette, proprietor of the Lowell Motor Mart and local agent for the Ford and Jackson cars, says that auto shows in general and this season's exhibits in particular, have been a great boost to the makers of the machines he represents locally. The public, he estimates, price the costlier makes and then return to the booths of the Jackson and Ford machines without seeing where the difference in price comes in.

Mr. Rochette will be at the Boston show throughout its run and will have with him Arthur Lenox, Philip Bibeault and Eustice Favreau, all of whom are in his employ at the Lowell Motor Mart.

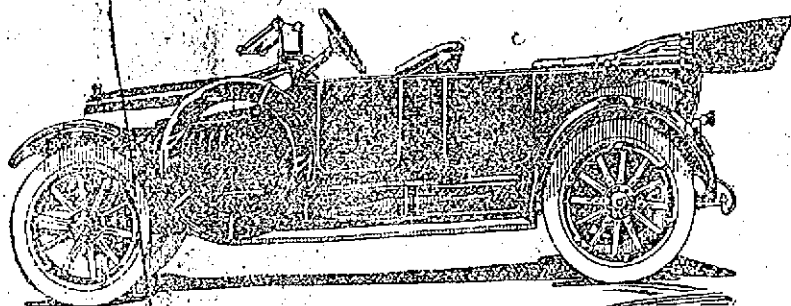
The Buick people are still talking about the recent remarkable climbing stunt of their machine which climbed the Andes mountains, the first automobile ever to perform this stunt. Messrs. Emerson and Hale, the local agents for the car, claim that the coming season will be the greatest in the history of the factory they represent if all the present indications hold true.

Both Mr. Hale and Mr. Emerson will be at the Boston show, as also will Danny O'Brien, their crack salesman and demonstrator. Last year this firm met with one of the greatest successes of any of the dealers and is confident that the record of last season will go by the board during the coming week.

Thomas L. Williston, proprietor of the Stanley garage, left Lowell this morning as he is to be on hand when the Metz exhibit was gotten in readiness for the exhibit. The local agent for the car intends to spend most of the time during the entire auto show at the Metz and will be on hand to greet all of his friends as well as prospective buyers of his car.

The Sackley Motor Co., agents for the King, Haynes and Royal cars, will be represented by Mr. Sackley himself as well as his manager. He expects to be kept busy in his attempt to stay in touch with the Lowell people at each booth but contends that he can handle all the business that comes his way.

Harry Pitts, proprietor of Pitts Auto Supply Co., will be right on deck as usual. Harry states that he did most of his heavy buying at the New York show having laid in a large supply of tires and other accessories in the Big City. This, however, will not prevent him from taking in the show at Mechanics hall and mingling with the throngs of local auto enthusiasts which will be present.



HUDSON SIX 40, THE LIGHT SIX.

HUDSON SIX 40

—AND—

HUDSON SIX 54

THE MODERATELY LITTLE FELLOW

—AND—

THE MODERATELY BIG FELLOW

Both as happily deceitful as any cars you ever saw when it comes to doing things and doing them well. First, in these we show handsome cars. Second, reliable cars. Third, cars of exceptional power. Fourth, cars with speed a plenty. Fifth, cars affording exceptionally easy riding qualities. Sixth, cars bearing a wholesome reputation. Seventh, cars built by a financially strong company. Eighth, cars sold by a concern which expects to be right here for some time yet, and ready to render you service you will appreciate. Altogether we think ourselves worthy your patronage.

GEO. R. DANA & SON

2 TO 24 EAST MERRIMACK STREET, LOWELL, MASS.

Distributors for Lowell and all surrounding towns and all of North Middlesex County.

THE CARS AND DANA, JR., WILL BE AT THE BOSTON SHOW

AUTOMOBILE NOTES

Joseph McGarry, manager of the Boston Auto Supply Co., is being congratulated on the artistic appearance of the display windows of his store at 96 Bridge street. The work was done by the Martin Sign Co.

The Donovan Harness Co. carries a neat line of automobile accessories and supplies and are the local agents for Boston Vulcanizing outfit.

Anderson's Tire Shop, 139 Paige street, is headquarters for all the standard makes of tires and automobile accessories.

Take it to the Sawyer Carriage Co. for repairs. They make a specialty of overhauling, painting, trimming, wood, iron and spring work. They are also agents for the celebrated Stewart truck.

Dovey's auto livery with headquarters at the City Hall garage is prepared to take parties over the road to the show with comfort and safety. Make your appointments early.

VULCANIZING OUR SPECIALTY

Dealer in All Standard Makes of Tires and Accessories

ABSOLUTELY NEW GOODS

PROMPT AND EFFICIENT SERVICE

A complete line of electric light bulbs to fit all cars.

ANDERSON'S TIRE SHOP

139 PAIGE STREET

Telephone 357-W.

Lowell, Mass.

The Story of a Man Who Has Made Good

Have you ever noticed with what care the person interested, nourishes a plant that gives good, hardy, sweet smelling and beautiful flowers? He or she cares for it with the utmost attention and never allows the chance to help it go by.

To this, in a way, can the success of this business be attributed. When Mr. Pitts decided to open this establishment he knew that to be successful he would have to give the people the best procurable on the market at the right prices; give them unequalled service and be almost untiring in his efforts to satisfy them.

But four years have passed since the time when the store was opened and began serving the automobile owners of this city and suburbs. Has the business been successful? Well, just stop and consider for a moment the extent to which it has developed and how well the name of Pitts has been established in the minds of users of automobile supplies.

Through its fair and square dealings with all; giving the same prices to all as to the one; protecting its customers in all purchases and finally, selling only such articles as the manufacturers of which, knowing the construction of

the said articles and what can be expected of them, have the courage and conviction to guarantee the articles.

Well, so much for the store, now for the "man behind," who guides it through all its destinies, Mr. Harry Pitts. All we ask you to do is to stop any autoist in this city and ask him "just what he knows about Harry Pitts. We have no doubt but that his opinion will be favorable. If we thought otherwise do you suppose we would solicit you to ask him?"

Mr. Pitts has been only a short time "in the game," but my, what a success! Perhaps you are one of the few who have not paid him a visit. If you are, just step in the next time you are up this way and look his stock over. There's nothing in this store but that can be used by an automobilist.

The articles are so well known and universally used that they are in demand, which keeps the stock continually on the change, and necessitates the carrying of new, fresh goods. And "fresh goods" are very valuable to an automobilist.

All sizes of the leading makes of tires always in stock.

Pitts' Motto:—To Please the Patron at Any Cost.

Sole Proprietor **HARRY PITTS**
7 HURD STREET
TELS. 52-W and 52-R

The New Stevens-Duryea

1915 SERIES

Is Now at My Show Room for Exhibition and Demonstration

GEO. R. DANA

2 to 24 EAST MERRIMACK ST. LOWELL, MASS.

Distributor for Lowell and North Middlesex County, Lawrence, Methuen and the Andovers in Essex County.

Individuality? Yes, That's the Word

ARCHITECTURALLY and ARTISTICALLY the car is a perfect unit. The body, wheel guards, wind shield and one-man top form a complete unit expressive of elegance, comfort, utility, power, speed and distinction.

MECHANICALLY the car is a perfect unit. The electric system for starting and lighting and the left hand control are designed and assembled as a unit in the unit power plant; nothing savors of afterthought.

NO OTHER CAR has all details so thoroughly worked out and applied.

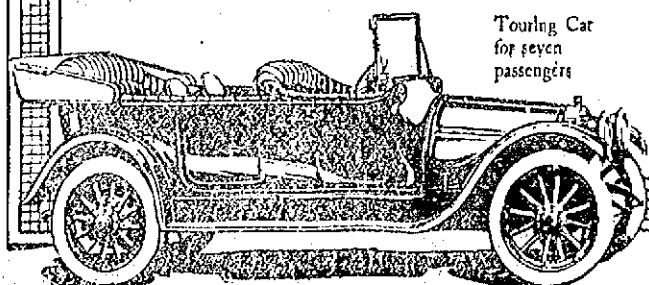
NO OTHER CAR offers so many features for convenience, ease and safety of operation.

NO OTHER CAR HAS SUCH PROVISION FOR COMFORT OR EXPRESSES SO COMPLETELY THE PURPOSE FOR WHICH A FINE MOTOR CAR IS BUILT.

Two Chassis—131 Inch and 138 Inch Wheel Base

ROADSTER, 2 passengers. TOURING, 5 and 7 passengers. LANDAU PHAETON, 5 and 7 passengers. DEMI-BERLINE, 5 passengers. BERLINE, 7 passengers. LIMOUSINE, 7-passengers. Wire wheels extra on all models.

Five Types of This Car Will Be Shown at the Boston Show



Touring Car for seven passengers

PRICES
All open and enclosed models with left hand drive and control, electric starting and lighting system.
\$4550 to \$6200



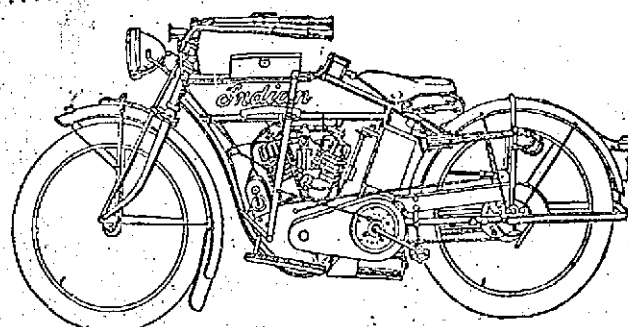
PYRENE
FIRE EXTINGUISHERS
PUT OUT AUTO FIRES
And all Other Fires of a Highly Inflammable Nature
C. B. COBURN CO.

MOTOR TRUCK WHEELS

SERIES OF TESTS MADE TO
SHOW THE RELATIVE EFFICI-
ENCY OF STEEL AND WOOD

A rigid and exacting series of tests has just been completed in the school of mechanical engineering at Purdue university to show the relative efficiency of steel and wood as material for motor truck wheels. In the investigation wooden wheels constructed according to the specifications of the Society of Automobile Engineers and

steel wheels of standard dimensions, but of steel stampings, were used. The tests were conducted under the direct supervision of Professor L. V. Lady and H. H. Schofield. They included not only tests to which a wheel would be subjected under actual road conditions, but also such as would show the ultimate strength in every detail. The wheels were subjected to four tests, and in each the steel wheel built for a load of only a ton and a half proved superior to the wooden wheel built according to 2-ton truck specifications. The steel wheel was built entirely of steel with the exception of the rim, which was built of wood, so that it might be available for any kind of a tire. The rim and the hub were connected by a pressed steel web fastened together with rivets.



INDIAN and POPE MOTORCYCLES

In justice to yourself do NOT buy a motorcycle until you have looked at the INDIAN. You will then see the difference; cannot tell it all here.

NOW, BICYCLES

Here is a full hand that cannot be beaten—Racycle, Iver Johnson, Flying Miskel, Leawee and Crown, at prices to fit any pocketbook.

Get busy with that wheel of yours that needs overhauling; we know our business, and will use you right.

We can make anything go—from a baby carriage to a motorcycle. We have everything for anything on two wheels.

We have the best equipped and largest motorcycle garage outside of Boston, and three mechanics that know their business.

We are ready for you—Come on!

GEORGE H. BACHELDER

TEL. 1758

POSTOFFICE SQUARE

The Efficiency of the CADILLAC

Demonstrates the superiority of the "4" over the "6." Investigate the two speed direct drive axle at the Cadillac exhibit. Space 2 at the auto show. Price \$1975, f. o. b. Detroit. Full equipment included.

WALTER PERHAM, AGENT

Telephone 287-M

Service Station, Sawyer Carriage Co.

There Isn't a Question

But what we've got the best line of Auto Supplies in town and our hundreds of customers will testify as to price. "I wish that I had come here before," is a saying we hear every day. You too will say the same if you buy from us once. Our vulcanizing department is kept busy even at this time of the year by people who are getting their cars ready for spring. Our work is fully guaranteed.

Boston Auto Supply Co.

96 BRIDGE STREET

Telephone 3605

Open Every Evening

Hovey's Auto Livery

CITY HALL GARAGE

PHONE 2200
Residence, 3350-W

AUTOMOBILES FURNISHED FOR ALL OCCASIONS.
RELIABLE CHAUFFEURS

Special Rates for the Boston Auto Show

Our Motto—Safety.

To Every Automobile Owner:

The Boston Vulcanizing Outfit is necessary, as necessary as the inner tube if the last spare one is in use and a blow-out or puncture occurs, possibly "miles from Nowhere."

We Guarantee a cut or puncture up to one inch can be perfectly vulcanized with this outfit at a cost of two cents and a cut three inches long for five cents.

We Guarantee you cannot possibly harm an inner tube by over-curing with this vulcanizer which places it in a class by itself and makes it safer to use than steam or electricity.

We Guarantee that any person who will read and follow the simple directions for using can turn out as good a job as an expert.

We Guarantee you can buy from us at any time, enough raw material for 50 cents to make \$20 worth of repairs at shop prices. (The outfit contains enough material for \$15 worth of work.)

We Guarantee to refund the price paid if for any reason not satisfactory.

The capacity of this vulcanizer at one time is a cut or tear four inches long and it is the only machine manufactured for individual use which will perfectly cure the raw rubber through to inside of tube and also the only one which can be safely used in the wind.

Three repairs at capacity will more than save \$2.75, the price of complete outfit.

AUTO TOPS and Automobile Supplies of All Kinds.

NICE LINE OF AUTO ROBES

We Repair Old Tops, Also Supply Celluloid
Parts in Curtains.

Donovan Harness Co.

109 MARKET STREET, CORNER OF PALMER

The tests brought out clearly the present difficulty experienced by most manufacturers in obtaining a grade of lumber sufficiently uniform for the manufacture of automobile wheels. The present scarcity of good material makes it possible that one spoke may be slightly inferior, thus reducing the strength of the assembled wheel. Each test was continued until the wheel gave away or until the capacity of the testing machine had been reached. In the case of the wooden wheels, failure was always apparent in one place, thus showing slightly defective material, although as a whole they fulfilled the specifications. The steel wheels, when tested beyond their capacity gave away more uniformly. The first experiment corresponded in the twisting force or torsion of the hub on a wheel mounted upon the driving axle of a truck traveling under a load. The load was applied to the rim of the wheel and the rim held stationary, while a force was applied to the hub so as to twist it. The force was applied in the manner that the drive of the motor would be applied under actual road conditions. The second test consisted of holding the wheel stationary in the axle and applying a load to the rim on one side, corresponding to the force exerted on the wheel of a truck, skidding and striking a curb or other obstruction.

In the third test a wheel was placed in a vertical position on its rim in a static testing machine and the load applied directly across the diameter, the load being increased to determine the strength of the wheel. Finally, the wheel was supported by the rim on two sides, lying horizontal, and the load was applied to the hub. According to the university authorities there is no record at the present time of any wheel's being submitted to this test in the past.

THE STUDEBAKER CARS

BIG DISPLAY AT BOSTON OF NEW
MODELS EQUIPPED WITH SEP-
ARATE UNIT SYSTEM

An exclusively Studebaker exhibit at the Boston show is that of the Donovan Motor Car company, Studebaker distributors. The array of body types includes all the varieties of the Studebaker "Four" and "Six" chassis.

All the new Studebaker models are equipped with a built-in, separate-unit electric system which automatically generates and furnishes current for cranking, lighting and ignition. All are equipped with full floating axles, centralized dash equipment, left steering control, gasoline tank in dash, demountable rims, jiffy curtains and Gray & Davis lamps.

The "Four" touring cars seats five, has a wheel-base of 105 inches and is equipped with 32x1-2 Goodrich tires. It is priced at \$1050.

The "Six" Touring car is of seven-passenger capacity, has a wheel base of 121 inches, 34x4 Goodrich tires and sells for \$1375.

Both the "Four" and "Six" chassis are furnished with an attractive type of convertible body, known as the Landau-Roadster and priced at \$1200 and \$1350 respectively. Disappearing windows, a special windshield, and ingenious curtains and a top make it possible to enclose the interior as lightly as a coupe, without in the least interfering with the use of the car as an open roadster, when desired. All the convertible equipment is self-contained.

The "Six" chassis is also furnished with a five-passenger Sedan body, the interior and general arrangement of which is especially attractive. By manufacturing these Sedans in large quantities, it is possible for Studebaker to market them at \$2250.

Besides the exhibit of passenger cars, Studebaker is also represented in the commercial field by the new Studebaker delivery car which is furnished either with panel or express body, at \$1150. It has a load capacity of 1500 pounds, is equipped with electric starting and lighting apparatus, has a full floating rear axle and is fitted with 34x1-2 inch tires.

COLD INJURIOUS

It is one of the characteristics of the ordinary type of lead-acid storage battery that its action is likely to be sluggish when the electrolyte is chilled. Hence, sluggish response from the engine starter after a car has been housed in an unwarmed garage all night should not be harbored against the system as a defect. As the battery is used, the chemical action will raise its temperature a certain amount and the response will be quicker. The obvious way to overcome such difficulties, of course, is to warm the garage.

AUTO SHOW RECORDS

BOSTON SECURED INTERNATIONAL
RECORD IN NUMBER OF CARS ON
DISPLAY IN 1910

According to C. A. French of The Automobile Journal, Pawtucket, R. I., the Boston Automobile Show first secured an international record in the number of cars on display in 1910, when there were 122 different makes and a total of 650 complete cars and chassis on view. The previous record was the Olympia show in London for 1909, when 537 cars and chassis were exhibited. Boston still holds this record, the nearest approach to either mark being the Olympia display of 1910, when 523 cars and chassis were shown. The statistics of the Boston show

AUTO CAPS

Any Style

Made to Order at Reasonable
Prices

Delorme, the Hatter

SUN BUILDING

15 Prescott Street

That WEIDELY Motor

Don't Miss It—In the Premier Six—At the Boston Show

See the motor with the valves in the head, and a single cam-shaft operating directly over them.

The motor without rocker-arms, push-rods and rollers—the six-cylinder motor with the fewest parts.

Examine this small motor with greater power and speed than other six-cylinder motors of larger size.

FOUR-cylinder motors of equally rated power.

Here is a motor of the standard poppet-valve type made wonderfully efficient merely through simplification.

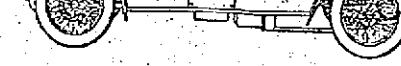
The difference in its efficiency is simply the difference between what "we get and what the other fellow wants."

Come see this Premier—the only car in America with the Weidely Motor. Note the symmetrical body lines—harmony and balance—all in keeping with the remarkable simplicity and "up-to-dateness" of the power plant.

Clean motor appearance is not obtained by side-plate coverings, but by the elimination of unnecessary parts.

The Premier Six with the Weidely Motor is considered the finest example of six construction in America. It was the sensation at the New York and Chicago Shows. The Premier is one car in the Boston show which will make worth while your visit.

PREMIER



PREMIER

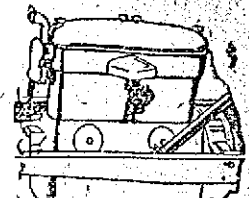
MOTOR MFG. CO.

Indianapolis, Indiana

PREMIER MOTOR CAR CO.

Distributors, Boston

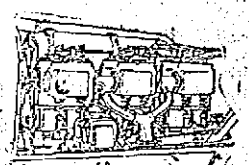
652 Beacon St., Boston



The Simple Weidely Motor



Note the Cam Shaft on Top



The Ordinary Motor Note the Complication

for the past six years present the following interesting facts:

Makes on Display

Year	Pleasure Commercial, Tls.	Visitors
1908	77	81 63,000
1909	77	106 82,000
1910	87	122 107,600
1911	102	143 146,400
1912	107	173 225,000
1913	108	176 245,000

A comparison of the number of makes on display at the various big shows for the present season shows the following:

Paris	London	New York	Chicago
122	126	70	86

Inasmuch as commercial vehicles also are shown in connection with pleasure cars at Paris Salon and Olympia shows, it is only fair to include the makes of power wagons displayed at Boston in making comparison with those exhibitions. The list of exhibitors to date for the 1914 Boston show includes 53 makes of pleasure cars and 50 of trucks, a total of 138, and as it has always been true that many new makes are entered just previous to the opening of the display, there is every reason to predict the forthcoming show will again establish a new record in this respect.

PUTTING IN SPARK PLUGS

Putting spark plugs into cylinders is quite a scientific little performance all by itself, and the way it is done has a great deal to do with the way it must be done. In other words, the way a plug is put into the cylinder is what determines the way the plug must be taken out. There are two things to be considered. The plug must be gas-tight, and it must also be tight enough so that it will not work out of itself. Beyond this there is no earthly sense in tightening a plug, unless one wants to help on the spark plug industry by spoiling plugs. Bearing in mind the fact that a gas-tight plug is tight enough, it is easy to see how foolish it is to put a wrench on the plug and lean back until not another fraction of a turn can be taken. This sort of a proceeding wears the thread, flattens the gasket until it has no life left and causes porcelain breakage. Another point is that a plug expands when heated while the hole in the cylinder contracts, making the joint tighter when the engine is hot than when it is cold, though it is a common thing to hear the contrary view expressed. A plug screwed into a cylinder hard and tight when the engine is cold may be almost immovable when the

engine is hot. On the other hand, a plug put into a hot cylinder is likely to loosen up considerably when the engine cools and present difficulties possibly, in effecting a removal. Plugs should, therefore be tightened enough to prevent leakage—and no more.

TOOTHsome STORY FROM WINNIPEG

An eye for an eye, says the old law, and a tooth for a tooth—but as far as anyone has discovered, there is nothing in the book about a tooth for a magneto contact. Yet that is almost what a Winnipeg man used. Anyway, this is the yarn: Two of them were out in the country in a car; one of them, incidentally, was a doctor, which may have had something to do with it. The sawbones—who must have been a tusk-yanker, too—was doing something to the magneto when he lost one of the platinum contacts. Promptly seizing his companion, he extracted from one of his teeth a medium of the super-precious metal, made a magneto contact of it and put it in the machine and drove home. Winnipeg is a long way off!

HINDERS PROPER COOLING

There is such a thing as overheating a motor when it is driven in the most skilful manner, is in perfect order in every way and the radiator is full of bristly circulating water. The radiator may be coated and plugged up with dirt on the outside. Of course, it doesn't happen very often that a radiator will get so mugged up that it will not radiate properly, but it is possible and has happened, especially after a long run through very muddy roads. The mud helps along overheating effectively, especially when it dries, acting as an excellent insulator of heat.

Autogenous Welding

Machine parts made and repaired

General Repairing

McIntosh Machine and Welding Co.

148 Warren St.

THE Sawyer CARRIAGE COMPANY

Repairers of Automobiles

OVERHAULING
PAINTING
TRIMMING
TOPS

CARBON REMOVED
IRON WORK
WOOD WORK
SPRING WORK

AGENTS FOR

STEWART TRUCK

Tel.

354

Worthington Street

150,000 BUICKS

Are On the Road Today. Many Have Been in Service for Nine Years. Many Have Records of Over 100,000 Miles.

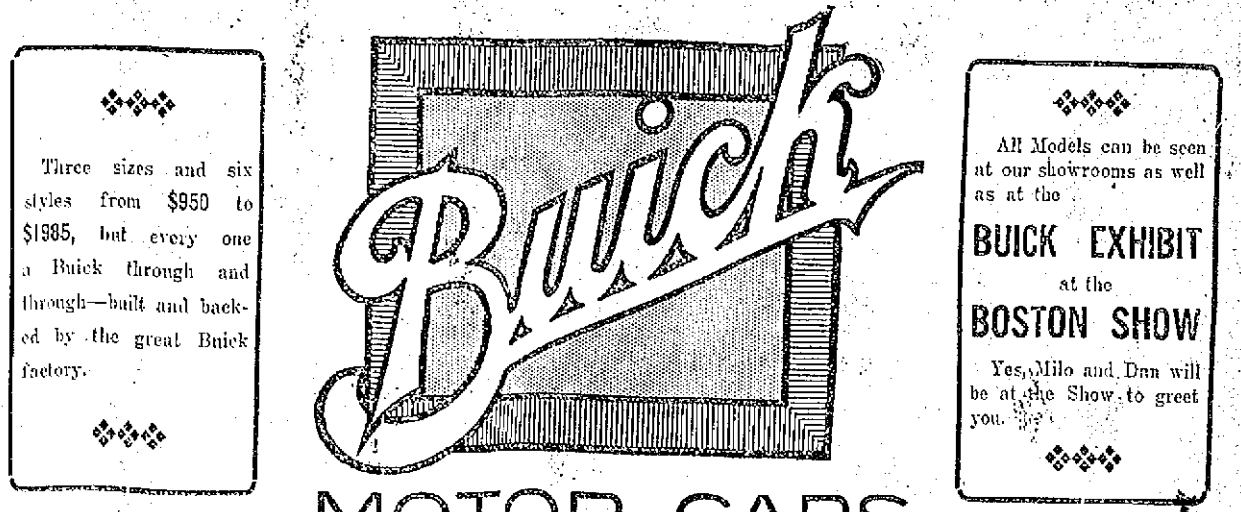
THIS IS BUICK DURABILITY

Buick is the car of Power, the car of Strength. The car of Speed, the car of Service.

The Buick overhead valve motor is guaranteed to produce more power than other types of the same size.

30,000 Buicks sold last year show the increasing demand.

This year with the DeLoe System of lighting, cranking and ignition at no additional cost—the demand is still greater.



MOTOR CARS

LOWELL BUICK CO.

91 APPLETON STREET

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

All Models can be seen at our showrooms as well as at the
BUICK EXHIBIT
at the
BOSTON SHOW
Yes, Milo and Dan will be at the Show to greet you.

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR TWENTY-FIVE CENTS PER MONTH

SENATOR WEEKS ON CURRENCY

To understand the force of Senator Weeks' expressed views on the currency law, one has but to remember the sensation his espousal of the measure occasioned, when, after it has been agitated and discussed in all its phases in congress, the interest of the financial leaders of the country was at white heat. Various influences were more or less successful in swaying public opinion in support of the measure, but no influence had a more direct effect than the generously expressed and unselfish approval of Senator Weeks of Massachusetts. He gave ample reason for his advocacy of the measure then, but he gave far more ample testimony on Thursday evening before the board of trade of Lowell. His personal connection with banking, his congressional experience, especially in relation to the Aldrich monetary commission, his knowledge of national and international finance, his political leanings, make his commentary on the currency law of more importance than the most ardent enthusiasts of a mere political enthusiasm. His very small margin of adverse criticism is in itself a greater compliment to the monetary law than all the speeches that supported it unreservedly in congress.

The public will readily understand the explanation of Mr. Weeks that any imperfection in the new currency law might have been eliminated if the country were starting out newly, but that such perfection could not be attained because of recognition of existing weaknesses, and provision having been made for them. Aside from criticizing these slight weaknesses, he was ardent in his support of the administration measure which he says will benefit the banks, will benefit business, and will benefit the workman most of all, because it will prevent panics, and ensure business stability. He showed how the present system, which compels the banks to keep comparatively high reserve funds, entails inflexibility and tends to unwise speculation, and he stated that the new measure with its government reserve banks will take a great load off the banks, and will give every incentive to the banker to encourage business. He also spoke of the international significance of the currency bill, and showed that it will be probably the greatest factor in the foreign trade extension which now seems to be the most pronounced activity of the federal government.

Moreover, he said that in the future our monetary laws will be a guide for the world, thus usurping the place now held by the standing of the bank of England.

The most insistent and most impressive appeal issued by Senator Weeks was that all who have influence with members of congress should oppose the principle of government guarantee of deposits. This, he declared, would make the government paternal, would lower the standard of banking, would give an undue advantage to unsound institutions and would eventually be ruinous to safe financial regulation.

He also dwelt on the importance of the federal reserve board, the members of which will soon be named by the president, and he stated that on the personnel of this board will depend in a large measure the effectiveness of the currency law. As this is the view taken by national legislators, the press of the country and the public generally, the choice of the president will be followed with as much interest as has attended any of his official acts since his inauguration. It is to be hoped that he is conscious of the attitude of the country and it is only fair to assume that he is.

CANAL TOLLS MESSAGE

For clearness of expression, directness of appeal, freedom from ambiguity of sense and logical argument the brief message of President Wilson in the now famous canal tolls question is a model of statesmanship, and it will commend his stand to all who are not swayed by bias, prejudice, or selfish interest. Its literary excellence is as apparent as its sound sense, and its significance is indicated by the opening sentence, in which the president says: "I have come to you upon an errand which can be very briefly performed, but I beg that you will not measure its importance by the number of sentences in which I state it."

Very fittingly the president hints at the hostility which the congressional action regarding the canal tolls aroused practically throughout the world. In an age of vaunted idealism when all countries make claim to fairer and more honorable international dealing than was their wont, it has been considered a great reproach to this country that it so lightly weighed its official promise to England, made in mutual treaty. In this message the president calls the tolls clause "a plain contravention of the treaty with Great Britain," yet in stating his reasons for urging the repeal of the offending stipulation he gives precedence to the economic consideration. "In my own judgment," he says, "very fully considered and maturely formed, that exemption constitutes a mistaken economic policy from every point of view." In other words he infers that the ex-

emption clause would confer favor on what already is a monopoly, without any promise of advantage to the American people.

With what a splendid condensation the president sums up the vital arguments for the repeal, based on the treaty with England. Pages could be written and point after point driven home, but in the end the whole matter of controversy resolves itself into the following:

"We consented to the treaty; its language we accepted, if we did not originate it; and we are too big, too powerful, too self-respecting a nation to interpret with too strained a relation a reading of the words of our own promise, just because we have power enough to give us leave to read them as we please. The large thing to do is the only thing we can afford to do, a voluntary withdrawal from a position everywhere questioned and misunderstood. We ought to reverse our action without raising the question whether we were right or wrong, and so end more deserve our reputation for generosity and the redemption of every obligation without quibble or hesitation."

With characteristic openness and simplicity the president asked congress to reverse its action "in support of the foreign policy of the administration." The simple directness of the following is more powerful than eloquence: "I shall not know how to deal with other matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure." The "other matters" are generally taken to include the Mexican situation, and whether this be so or not, the appeal of the president has a direct application in this sense. He will not know how to deal best with matters of grave importance without the full support of the American public, and all who have a power in the formation of opinion should strive to arouse support for him in connection with those matters in which he is charged "in a peculiar degree by the constitution itself with personal responsibility."

A MERCHANT MARINE

It will undoubtedly surprise the public to know that if a Massachusetts tanner wishes to buy leather in the Argentine Republic or some other country of Latin America, the most direct way he can do business is through a London bank, because there are no United States banks in those countries. If a citizen of this country wishes to go to the Argentine, he first goes to London and ships from there. If the American government wishes to communicate with one of its war ships stationed off the Argentine, it must do so through London, Paris or some other foreign capital. What is the result? This country loses money and prestige, and even the limited business done is three times more costly to this country than to the smallest country in Europe, because the American must pay the London broker and the London broker must pay the Argentine broker. Every country in Europe has direct lines to the countries of Latin America, and banks there which do business direct. When this country again establishes a merchant marine, we, too, will have direct lines, and under the revised currency we will have representative banks in the countries of the south. Not only will this advance the cause of our foreign trade but it will save hundreds of millions of dollars annually. The completion of the Panama canal has started an agitation that will not stop until America has commercial ships sailing the seas under the Stars and Stripes.

THE PARK BOARD

It is apparent to the most disinterested reader of late park board reports that there is a slight lack of harmony somewhere. Personal ambition seems to be a stronger incentive with one or two of the members than effective team work, and, regardless of the danger of disunion, there is a tendency to question the motives back of the most disinterested act. If the park board is to continue to be the efficient body it has been in the past under efficient difficulties, it must get rid of friction and personal animosity, and all its members must put aside some of their individual leanings. The work is too important for the adoption of what one member has well called "party play," and the reputable portion of the public will not uphold the action of any member who endangers the harmony and efficiency of the body by continued recourse to trivial disturbances. All the members of the board cannot be superintendents, and the most effective work can be done only by the bearing of personalities and the undivided support of the official head in all that he considers for the good of the city in general and the park department in particular. Fair play demands consideration for Supt. Kernan, and the excellence of his work entitles him to it. Chairman Greene outlines the most desirable course for his brother members to pursue, and they will make no mistake in following his example.

DIGNIFIED NATURALIZATION

As an example of what this city might well do with regard to the naturalization of aliens was a ceremony

which took place in Lynn last week. Forty-three candidates for citizenship gathered in the high school building, and an address on the ideal that leads foreigners to our shores was given them. The mayor welcomed them officially as new citizens of the community, and another speaker told of the glory of the flag and of the need of respect for law. Then the new-made Americans pledged their allegiance to America and its principles, and all present joined in singing the "Star-Spangled Banner." Such a method could not fail in being impressive to the aliens, and it must have made them understand the meaning of their new dignity more fully. Some such patriotic formalities should be observed in all cities when final papers of citizenship are presented.

O Denny Murphy, what a whopper!

EDITORIAL COMMENT

CANAL TOLLS

Boston Herald: Mr. Woodrow Wilson's rare skill as a rhetorician never appeared more conspicuously than in his 420-word message, read in person yesterday to the congress of the United States. The favorable response of that body and of the country should be immediate and emphatic. Mr. Wilson is entirely right in saying that whatever may be the differences of opinion concerning the Panama tolls' question on this side of the water, none exists elsewhere. This has been the testimony of many persons familiar with the political situation of the various European governments.

A PASSING FAD

Portland Express: The very fact that the country is languid may be accepted as a sure indication that the tide, if such it is, will soon ebb. It is said that the people like a variety. When they are fed with one kind of body was at its height, everybody liked. But no one form of amusement can obsess us for any length of time. Just now we are languid and hesitating about the reform bill, and are ten to one we will have forgotten today's tantalizing terpsichorean troubles.

THE TAX LAW

Lynn Telegram: The recommendation of Governor Walsh that the tax law be revised, bringing about in effect, a decrease in high tax rates and an increase in low rates seems to have been founded on a thorough knowledge of conditions in the cities and towns of the commonwealth. The plan that the franchise taxes, except such portions thereof as correspond to the share of the capital stock owned by non-residents of the state, be distributed to the cities and towns where the property of the companies is located instead of to the cities and towns in which the shareholders reside, is obviously beneficial in every way.

ENGLAND AND MEXICO

Newport News: Although we are nearer Mexico than England is, the problem before both nations is practically the same. There is no way without resort to the reform bill, for the future, and there is no reason for applying force to the federalists, for in the cases of Denton, Bauch and Vergara the federalists are entirely honest.

CURFEW LAW

Salem News: The News must be excused if it fails to welcome the proposition looking to a state-wide curfew law as the panacea for juvenile hoodlums. It is a quick remedy. Theorizers and one-day reformers, who jump from advocacy to advocacy of legislation, are not to be trusted. To insist that a state-wide curfew law will perform wonders. It will not do anything of the kind. There are certain localities where a curfew law has been established. What is it, if not a farce, a delusion, a humbug?

PARTY LINES

Lynn News: Any man or body of men who would bring back again the six-party telephone line should not be counted a friend of the human race. Patience is tried almost to exhaustion many times when a man is waiting his turn on such a line. As it is, he has enough to be good anyway, without such a test as this.

RASH BURNED SOMETHING FIERCE

Pimpily and Very Itchy. On Face and Arms. Could Not Sleep. Used Cuticura Soap and Ointment. Clear of the Trouble Since.

38 Exchange St., Rockland, Mass.—"I was troubled with a pimply rash on my body that was very itchy and would burn something fierce. The first trouble I ever had was some two years ago and I was annoyed by a pimply rash. My face and arms had an itch and a burning that was hard to stand. The rash was pimply and red and very troublesome. As for keeping I could not, as at night on reliefs it was a great deal worse. "I tried several salves and ointments and still the trouble continued. I was some fifteen months trying to get the better of the trouble. I had the trouble call I used Cuticura Soap and Ointment and since then I have been clear of the trouble. I feel that Cuticura Soap and Ointment did the work." (Signed) John J. Tashlin, May 9, 1913.

ERUPTION ITCHED AND BURNED

R. F. D., No. 3, Box 36, Leonia, N. H.—"Several years ago I had a bad eruption on my arms. They were all broken out and itched and burned and I lost sleep on account of it. I used one cake of Cuticura Soap and one box of Cuticura Ointment and was cured. I have never had anything of the kind since." (Signed) Mrs. Emma H. Newton, April 15, 1913.

Cuticura Soap and Ointment satisfy in every respect, and are the most effective of all. Sold everywhere. Sample of Cuticura Soap and Ointment sent free with 32-p. Book. Cuticura Soap and Ointment sent free with 32-p. Book. Cuticura Soap and Ointment sent free with 32-p. Book.

THE SPELLBINDER

The police have failed to convict the couple arrested for alleged tangoing although not dancing the real tango; but according to the demonstration of the two police officers, they put a great many variations into the final waltz yet the testimony of the officers did not apparently convince the court, and it certainly did not convince anybody else, that the dancers were guilty of any serious part of the various crimes charged against them in the warrant.

Where did Supt. Welch get all the loud and lascivious adjectives hurled at this inoffensive young couple? One would imagine that he was describing scenes in some metropolitan dive and not in the staid, quiet and respectable city of Lowell. Our city has certainly obtained a great deal of unsavory reputation from this trial and as for the young couple, it has been suggested that if they cared to do so they could go on the vaudeville stage and earn big money. But they are not so disposed. The young man was proven to be of an irreproachable character and withal was in court to testify in behalf of the young lady had this been necessary.

But the police are to be commended for attempting, even by a wrong method, to stamp out suggestive dancing although it is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have already stated in this column the worst evils of the dance halls do not take place on the floor but "after the ball," so to speak. It is not nearly so bad as one would imagine from the grotesque demonstration given by Officers Clark and Swanwick. As I have

NO "FREAKS" THIS YEAR

SAYS GEORGE H. DANA, LOCAL DISTRIBUTOR OF THE STEVENS-DURYEA CAR

One of the most striking features of this year's motor shows is the almost entire absence of what might be called "freaks." Manufacturers have grown much wiser than formerly and have found out by hard and bitter experience that it is far better to go on improving existing designs, which have done so well in the past, than to risk failure by adopting any new and untried inventions.

These remarks, of course, apply to the chassis as a whole, and not to the details, as there are many new ideas in chassis this year, but nothing that actually affects the design as a whole. As regards the design of chassis generally, the tendency is not to lengthen the stroke of the motor any further, and apparently the limit in stroke-bore ratios has been reached.

The "nut" construction of motor chassis and gear set is more prominent than ever, and those of the old motoring school who remember the first automobile show, are probably not surprised at so general an adoption of this unit construction. No engineering staff of any company has ever received such flattering testimonials to their advanced ideas as has been testified to by the motoring industry in adopting this feature.

Exhibited at my show room is one

of the new Stevens-Duryea seven-passenger touring car, which may without reserve be said to represent a faultless standard of perfection in its mechanical construction, while its exquisite body work, fashioned in the company's own works, may almost be said to express finally in detail of refinement and finish.

Come in and see the car, look at the exclusive design, no other car like it, ask us to raise the hood, then ask us where the motor generator that starts the engine and lights the lights is located; you'll tell us it's the cleanest job you ever saw, then we'll tell you it's the most accessible car from front to rear and top to bottom that you ever saw, and no matter whether you are from Belvidere, Centralville, the Highlands, old ward 5, or Missouri, we can show you.

HOW SAXON GOT ITS NAME

INTERESTING STORY TOLD BY H. W. FORD, PRESIDENT OF THE SAXON AUTO COMPANY

The story of the way the Saxon car got its name is interesting.

H. W. Ford, president of the Saxon company, says the name "Saxon" was chosen because of the desire to embody in the car the characteristics of the Saxon race.

"For centuries," says Mr. Ford, "the Saxon race has been famous for integrity, endurance, simplicity, per-

sistence, thrift and ability to 'make good' under all conditions.

"We set about to embody in the Saxon car the virtues of strength and simplicity, to build this car light and to make it economical in initial cost, in operation and upkeep cost. Above all, we have sought to produce it as a car honestly built and designed to meet the demands of the greatest number of people, at the same time selling it at a cost they consider fair and can afford to pay."

"Standard Tread and Continental-made motor are two features which have done a great deal to make the Saxon the sensation it is here," says E. A. Gilmore of the Whitten-Gilmore Co., distributors for the Saxon car which is on exhibition at the Boston show.

"Nine out of every ten of our visitors ask these two questions: 'Has it standard tread?' and then 'What type of motor?' When we explained that this good looking \$395 automobile has standard tread and a Continental motor, the inquirer is not only satisfied, but enthusiastic. The motor is of exclusive design and the Continental company has turned over an entire section of its plant and organization to its production.

"This car has struck a popular chord in every section of the country. It is just the sort of automobile for the man who used to say he would buy when the price should come below \$400. Somewhere, those who have never owned a car have placed \$400 or less as the figure at which they wanted to see cars sold. Now their dream is realized, particularly since they are able to buy for \$395 a real automobile with accepted features of design."

AUTO-BASEBALL NEWS

"WAHOO" SAM AND "LEFTY" WILTSE ENJOYED AUTO SPINS WHILE AT MANILA

Being a professional baseball player has its compensations. About this time of year, when fans are shivering around in overcoats, ye ball-tosser is in spring training beneath the warm Texas or Florida suns. In the summer he plays to the grandstand and keeps the sporting editors busy reporting his performance in the fall, if he is lucky—he goes around with his pockets jangling with world series "cash." In the winter he either goes into vaudeville at a thousand (?) a week or he takes a sight-seeing trip around the world with a few of his fellows and incidentally plays a few games to pay expenses.

"Wahoo" Sam Crawford, outfielder for the Detroit Tigers and the world touring baseball team, and "Lefty" George Wiltse, the New York Giant southpaw, also a member of the world tourists' team, recently played in Manila and while there enjoyed several spins on the boulevards in a Hudson Six-34 which Levy Hermanos, proprietor of the Estrella Automobile Palace, Manila dealer in Hudson Sixes, placed at their disposal for a day or two.

MARMON FORTY-EIGHT

INTERESTING AUTOMOBILE LITERATURE TO ACQUAINT OWNERS WITH THEIR CAR

An interesting and attractive book recently issued by Nardys & Marmon company is called "The Marmon Forty-Eight in Service." This book is a decided innovation in the field of automobile literature, and is causing much favorable comment wherever it goes. Its obvious purpose is to acquaint owners and prospective owners of motor cars with the very wide distribution enjoyed by the Marmon Forty-Eight.

This purpose is admirably carried out by means of photographs which carry more conviction than pages of reading matter could do, and with less fatigue to the reader. Truly, "he who runs may read" this book.

A single page of reading matter by way of introduction, is followed by 14 pages of photographic reproductions, showing the Marmon Forty-Eight in use in widely separated parts of the United States and Canada.

A feature that adds tremendously to the pleasing effect is the color scheme. A sepia brown ink on dull finish buff paper, lends an air of distinctiveness and "tone" to the book, that could hardly have been secured with any other combination of color for this particular subject.

The illustrations are remarkably well chosen, and show beyond a doubt that the Marmon Forty-Eight is in use in places that vary widely in climatic conditions. The name and address of the owner of the car accompanies each photograph, and in many instances the accompanying scenery is so characteristic as to indicate at a glance the approximate location.

The book indicates that the Marmon Forty-Eight has secured a widespread adoption among discriminating owners. Every name is an indication that those who want a car, not merely for its appearance, nor for its easy running qualities alone, nor for its dependability alone, but for all these, choose the Marmon Forty-Eight.

QUALITY NOT QUANTITY

IS THE POLICY OF THE MANUFACTURERS OF FIAT CARS MADE AT POUGHKEEPSIE, N. Y.

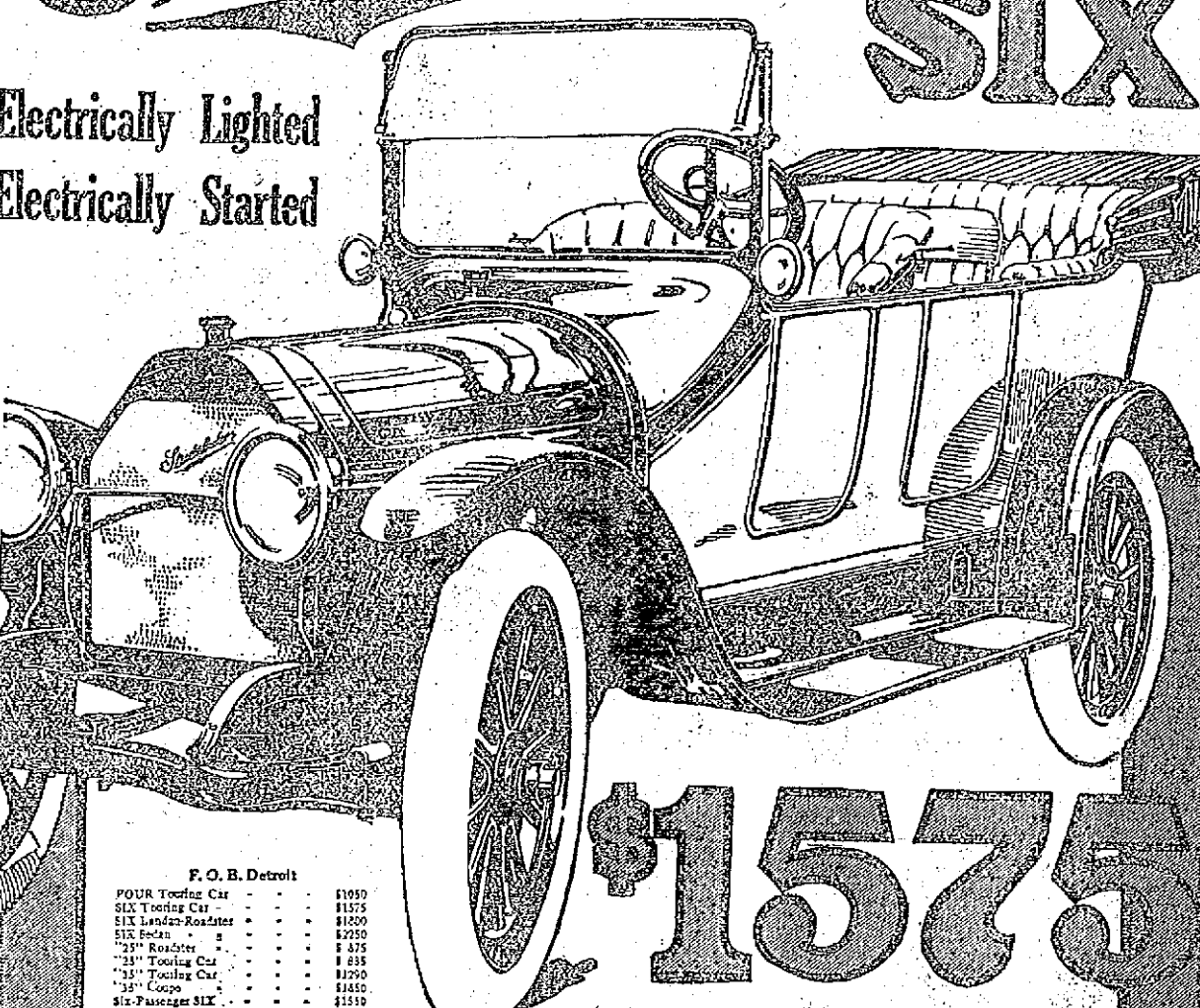
The Fiat exhibit will be found at its usual spaces, 113 and 114 Mechanics building. The cars on exhibition are in a class by themselves in the way of design, style, finish, etc. Every car shown is the product of the American factory at Poughkeepsie, N. Y., which has been in operation for the past four years, during which time they have been steadily increasing their output each year.

It is not the policy of the Fiat company to manufacture quantity, but quality. The American Fiat is a duplicate of the foreign car to the smallest detail. The entire design is created by the Italian engineers at Turin, Italy, and after the cars have been thoroughly tested over mountainous roads and they have proven to come up to the Fiat standard, they

Studebaker

SIX

Electrically Lighted
Electrically Started



\$1575

F. O. B. Detroit	
Four Touring Car	\$1950
Six Touring Car	\$1575
Six Sedan	\$1525
Six Coupe	\$1525
"25" Roadster	\$1475
"25" Touring Car	\$1425
"25" Touring Car	\$1375
"25" Coupe	\$1325
Six-Passenger Six	\$1310

If this car is honest, there isn't an automobile in existence that compares with it in value.

That it is as honest inside as it is beautiful outside, the name Studebaker guarantees.

The fact that it is manufactured to an extent exceeded by no other car of even higher price clinches the question of internal value.

And despite its beauty, despite its internal excellence, despite its seven-passenger capacity, despite its electric starting and lighting system, it is the lowest priced "Six" on the market.

In the face of such obvious and overwhelming evidence of value—how can you consistently pay a penny more for any other car, than the price of this Studebaker SIX?

Meet us at the Boston Show

And verify every detail of the above statement by an inspection of the Studebaker Six and a comparison with other cars.

ARTHUR J. CUMMISKEY MOTOR CO., Inc

LOWELL, MASS.

Buy it because it's a Studebaker

Next time you buy a non-skid tire look at the tire itself and be sure it's a Goodrich Safety Tread.

You can tell it by the "Safety First" design shown above—five bars and a cross-tie.

You can see the imprint of Safety Treads everywhere, showing how the thick, tough bars and cross-ties make a Safety First roadway for the car.

The thick, tough Goodrich fingers dig down and grip—they help stop the skid—they make the brake effective.

Goodrich Safety Tread Tires

not only set the standard of tire value, but maintain it as well

Goodrich's worth is not a claim, it is a condition, protected, re-inforced, sound and sure. That safe value of Goodrich Tires is guaranteed by the service and quality put in them by the makers, and by the security owners have that they are buying the best tires made.

The quality of Goodrich Tires today is the standard by which all high grade tires are judged. This is because they represent the perfection of tire-making and tire-knowledge—which gives Goodrich Tires their leadership.

Here are the prices for the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Price	Safety Tread Price	Grey Liner Tube Price
30 x 3	\$11.70	\$12.65	\$2.60
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
33 x 4	23.65	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
36 x 4 1/2	34.00	36.05	6.20
38 x 4 1/2	35.00	37.10	6.45
37 x 5	41.55	44.45	7.70
38 x 5 1/2	54.00	57.30	8.35

BOSTON BRANCH
851-857 Boylston Street

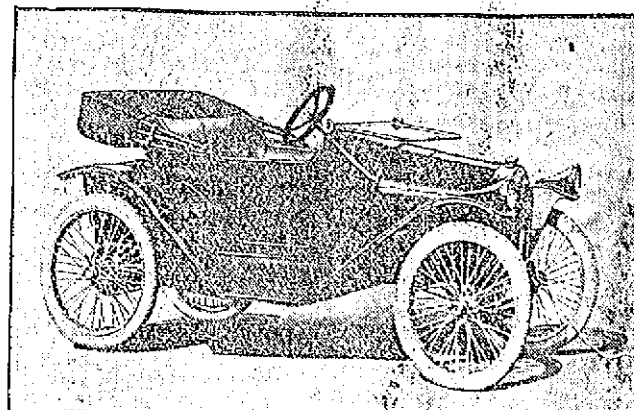
The B. F. Goodrich Company
Poughkeepsie, N. Y.
Branches in All Principal Cities
There is nothing in Goodrich Advertising that isn't in Goodrich Quality

TRUMBULL CYCLECAR

\$425

Complete with Self Starter, Electric Lights, Top and Windshield

18 h. p., 4 Cylinder, Water Cooled Motor, Magneto Ignition



ON EXHIBITION AT THE BOSTON SHOW SPACE 234 BASEMENT
EXCELSIOR
LAUTO-CYCLE

KING OF THEM ALL

Holding all speed records from 1 to 100 miles, and the first to attain a speed of 100 miles an hour.

MARK J. McCANN, 92 Gorham St.

"America's
Highest
Grade
Motorcycle"

THE JEFFERY CAR

IS A COMBINATION OF EUROPEAN AND AMERICAN IDEAS—ORIGINATED IN PARIS

"Motor car styles, like women's gowns, originate in Paris," said Charles T. Jeffery, president of the Thomas B. Jeffery Co. In discussing automobiles, even the most patriotic American, who is familiar with motor car development, will admit that that which is in vogue in Paris today is taken up in London, New York and Chicago tomorrow and Smithville, of course, will have it on the following day.

In the production of the new Jeffery Four and Six for the year 1914, it happens that we have anticipated what would be popular in New York, Chicago and Smithville in the year 1916. Not that we have adopted European design in its entirety, but we have combined the best European and American ideas in two cars that we consider quite unusual.

For two years, it is true, there has been little progress in American motor car development. Of course, there were changes in the equipment and the body designs, but cars grew heavier and heavier and only the best informed motorists realized that the end of bulky motors and big lumbering cars was not far off. Some of the American makers realized that the change must ultimately come, but it appears that most estimated that it should not be absolutely necessary to change from the old bulky types at least until 1916.

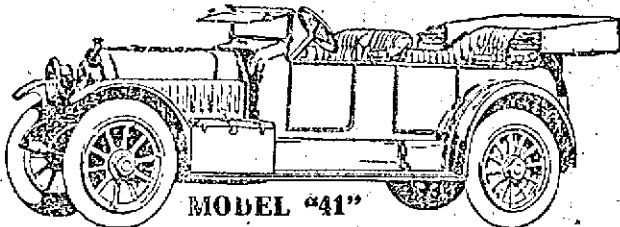
It is only once in a decade perhaps that such a thing happens and some feel that it is an unusual thing to do. But Jeffery engineers were instructed together from the leading European and American centers the very latest and best ideas relating to every detail of the motor car as it is sure to develop in the next two years.

Then, these designs and these features have been embodied in the Jeffery Four and Six at a price which does not seem to us out of the ordinary, but to many others it appears as astounding. It happens that the Jeffery company possesses the capital, equipment and experience necessary to produce a car of such quality in advance of the times.

The most striking feature in the trend of motor car development in the next two years will, of course, be the

MARMON

The Easiest Riding Car In The World



MODEL "41"

Marmon "Medium Six" \$3250

A remarkable medium-sized six-cylinder car of ample capacity and power to take you over the most difficult roads and grades in comfort.

A car that throttles down to a crawl or goes at breathless speed without gear shifting.

A car of beauty, with every convenience and luxury known to motordom—and not a few that have been heretofore unknown.

Marmon "48," "41" and "33" Are on Display at Mechanics Bldg.

Frank E. Wing, 562 COMMONWEALTH AVENUE, NEW ENGLAND DISTRIBUTOR

Service Bldg., 682 Beacon St., Boston, Mass.

Manufactured exclusively by Nardye & Marmon Co., Indianapolis, Ind. Est. 1831.

Over Sixty Years of Successful Manufacturing

motor. The owner of a five thousand dollar car, weighing six thousand pounds and costing 25 cents a mile to operate, will appreciate the necessity for the Jeffery high speed, mono-bloc motor in a car weighing less than 3500 pounds and equipped with imported annular ball bearings, Spicer universals, Daimler flexible leather couplings and the latest and most improved type of full floating rear axle.

Put on a car like this a Rothschild body, large and roomy, and the appeal becomes just as strong to the

man owning the low priced car which may be utterly devoid of comfort. The logic of the Jeffery manufacturing policy for 1914 is thus best illustrated.

"To make this more clear, we are appealing to two distinct classes, the man with the ability to buy a car at any price but who has sense enough to know that the car must be economical and, therefore, choose the Jeffery to realize economy. On the other hand, we appeal with even greater strength to the man who has been forced to buy a lower priced car in order to avoid the big bulky motors, unnecessary weight and high tire and upkeep expense. The high priced car man is coming down for economy. The low priced car man is going up for comfort.

"Good mechanics all over this country have told me, in the last 60 days, that they knew such a car was the ultimate thing but they did not anticipate that it would be done until yet. To prove the wisdom of their point of view, we have only to point to the Paris show and to comment upon the proportion of light, high speed, mono-bloc motors shown there. Fifty-two out of 96 of the makers exhibiting at the Paris show displayed cars with motors smaller than that of the Jeffery. In spite of this fact, all of these cars were heavier than the Jeffery Four. This indicates that we are somewhat in advance of even the best European practice.

"The dealer who is familiar with the latest thing in motors, regardless of the great selling opportunity presented by the Jeffery car, has likewise anticipated this, but he did not expect it to come so soon. The result has been a demand on the part of dealers selling cars at all prices. This simply proves again a well established fact of merchandising experience, i.e., the great field of buyers is on the middle ground."

THE POPULAR HUPMOBILE

HAS ONE OF THE FINEST DISPLAYS AT THE BOSTON AUTO EXHIBITION

Fresh from its laurels at the Paris Salon and the London Olympia, the Hupmobile makes a brave showing with four models, a specially assigned chassis and display boards on which are arranged various important parts in the construction of the car.

The models include a standard touring car, a larger six-passenger model, and roadster with a convenient turtle back compartment for luggage, and a unique three passenger coupe with an unusual dome like arrangement for ventilation.

Those mechanically inclined may dissect the various parts of the mechanism in the Hupmobile through the display board panels, which show place by place the mechanical essentials. One of these boards is devoted entirely to the mechanism of the starting and lighting system.

Outside of the starting and lighting plant, and a new fashioned rain vision wind shield and lamp and additions to the upholstery the Hupmobile practically retains its characteristic appearance.

The special chassis, however, shows a number of minor mechanical refinements that add to the smoothness of operation and also demonstrates the unusually simple system of wiring for self-starting and ignition purposes.

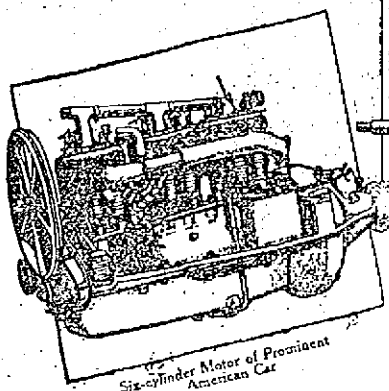
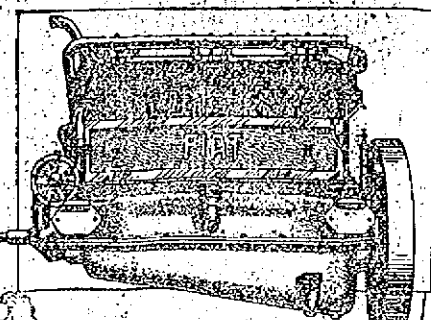
"It seems to be a trait of human nature for people to be unusually interested in the lost and found diversions. However, one would hardly expect to find a nucleus in motor car publicity," said Frank J. Mooney, advertising manager of the Hupmobile Car company.

"Recently I received a most pathetic letter, enclosing a clipping from a Hupmobile advertisement which had a sketch of various types of people throughout the world. A young man, whose name I will not mention, wrote me and said that one of the pictures was a speaking likeness of his father who had been missing for eight years, and during all that time the young man had been making desperate efforts to locate his father, and he asked us if we could give him some information as to the original sketch."

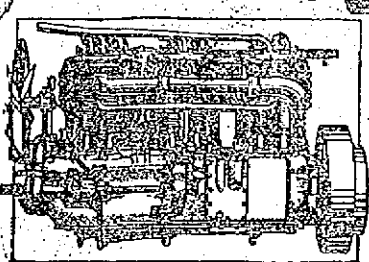
"I got in touch with the artist and found that he had made the sketch from memory. However, after studying his brain he seemed to remember the fact that had given him the idea and after a good deal of eloquent investigation the man was located and we put the two in touch with each other, and they actually turned out to be father and son, and let us hope that they lived happily ever after, as all good stories end."

Compare the Simplicity of These Motors

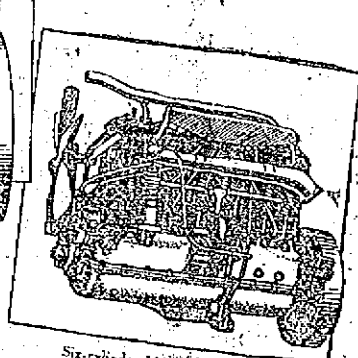
Fiat Six-cylinder Monobloc Motor



Six-cylinder Motor of Prominent American Car



Six-cylinder Motor of Another Prominent American Car

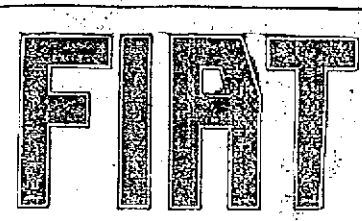


Six-cylinder Motor of Still Another Prominent American Car

Which Represents the Most Designing Genius?

Is it the motor of many outward parts, variously distributed, or the one of simplicity, with working members entirely closed, each occupying a normal position in a perfect, well-balanced whole?

Motor simplicity is the goal toward which all engineers have bent their energies since the first successful car.



Guaranteed for One Year

Fiat reached that goal first. History repeats itself and other engineers are following in the footsteps of Fiat Motor Simplicity.

Where is there a car today without somewhere in its vital parts an essential feature borrowed from a Fiat of former years? Think this over and realize what it means.

See the Fiat Exhibit at the Boston Show. See for yourself the wonderful cars on display there. You will then realize why Fiat is called "The Master Car."

FIAT MOTOR SALES COMPANY

839-841 Boylston Street, Boston, Mass.

New York, Broadway at 57th Street

Providence, 26-28 Snow Street

SAXON \$395

A Good Small Car

See It at the Show

MAIN FLOOR—SPACE 134B.

The first real automobile, with 4-cylinder motor, 96-inch wheelbase, standard tread, streamline body and other standard features, selling at less than \$500. Built by a strong experienced organization.

W. WHITTEN—GILMORE & CO. 620 COMMONWEALTH AVE.

AUTOMOBILE DIRECTORY

Abandon the idea that you can't buy supplies as cheaply in Lowell as elsewhere, by trading at the Boston Auto Supply Co., 36 Bridge St. Tel. 3655. Open evenings.

Accessories Largest stock of Auto Supplies in town. Pitts Auto Supply, 7 Hurd St. Phone 62-W. Open Monday and Saturday evenings until 10. All other evenings, excepting Sundays, till 7.

Anderson's Tire Shop Agent for all leading makes of tires. Vulcanizing of all kinds a specialty. Telephone 3321-W. Shop, 3321-W, residence Accessories and supplies, 125 Paige St.

Auto Tops Made and re-covered, auto curtains, and more to order, also full line of greases, oils and sundries. Donovan Harness Co., Market Street.

Auto Supplies A complete line at the Lowell Motor Mart, New Main Street, 447 Merrimack Street, corner Throckmold Street, S. L. Rochette, proprietor. Tel. 3780.

Auto Tires All makes at the right price at the Lowell Motor Mart, cor. Merrimack and Throckmold streets.

Buick Lowell Auto Corp., 81-91 Appleton St. Phone 5137.

Car Walter Perham, Agent Tel. 2576-W. Service station, Sawyer Carriage Co., Northern St. Tel. 354.

Ford Automobiles and Ford repair parts at the Lowell Motor Mart, New Main Street, 447 Merrimack Street, corner Throckmold Street, S. L. Rochette, agent. Tel. 3780.

First St. Garage Used cars for kids. Gasoline and oil. Repairing, storage. Rates reasonable.

Glass Set In wind shields and auto lamps. by P. D. McAvitt, 13 Schaffer St. Tel. 4058-M.

Heinze Coils Coll. Parts. Spark Plugs and Magneto. At Lowell Motor Mart, Merrimack St. next to City Library.

Indian and Pope Motorcycles at George H. Bachelder's, Post Office ave.

Overland M. S. Fehdel, Phone 2155, Davis Square.

HAYNES SACKLEY MOTOR CAR CO. KING and REGAL CARS. 458 Merrimack St. Tel. 2017-11.

Reo Geo. F. White, Agent, Sup. Tel. 662 and 1592-M.

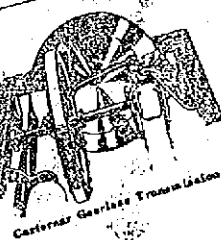
Stanley GARAGE, 610 Merrimack St. Tel. 22, 3175.

Tremont Garage Auto repairs, painting, vulcanizing, car, Tremont and Moody sts. P. J. McKenna. Tel. 2442-H.

Tanks Storage for gasoline and oil, self-measuring. Eastern Oil Tank Co., 146 Fletcher St.

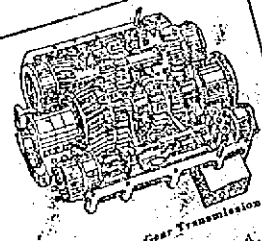
TO OUR READERS:

Your attention is called to this letter. If you are interested call at the exhibit mentioned or write them.



Carters Gearless Transmission

HOLLANDER MOTOR CO. 1112 Boylston Street Distributors for



Ordinary Gear Transmission

To the Editor:

Feeling certain that you are acquainted with a number of persons in your city who can believe after you know something about the Carters you will feel perfectly justified in placing us in touch with every possible buyer in your city.

The gearless transmission is the secret of the Carters' success. It insures jerkless starting, because when the friction wheel is thrown suddenly into engagement with the shaft for a few revolutions before the friction wheel is gripped tightly. It is, however, positive in engagement because the coefficient of friction between the disc and the friction wheel is exceptionally high. It is also economical of power and gasolene. There are but very easily replaced bevel-gear, shaft-driven cars.

It saves wear on tires and car. It is the jerking of the gear-driven car that destroys the life of the motor, which loosens nuts and bolts, and causes no little discomfort to the passengers. As explained above, this jerk does not occur in the Carters. It is superlatively ideal for the ladies in the Carters. It is superlatively ideal for the ladies in the Carters. It is superlatively ideal for the ladies in the Carters. It is superlatively ideal for the ladies in the Carters.

one-lever control makes the Carters the easiest driven gasolene car. The Towring Cars sell for \$1250 and \$1700. The Roadsters for \$1250 and \$1600. We shall exhibit the different models of the Carters at the Boston Automobile Show, spaces 125 and 127.

Be trust that by this means we shall become acquainted with residents of your city who are contemplating buying cars this year.

Yours very truly,
Hollander Motor Co.
S. M. Wetherill, Agent

P. S. We would like to secure a good agent in your city, and can offer a splendid opportunity to a live man.

AN IDEAL "LADIES" CAR

CARTERCAR IS FEATURING THE
GEARLESS FRICTION DRIVE
TRANSMISSION.

The highest of motoring, as far as women are concerned, is the shifting of gears, according to George Wetherbee, the New England distributor of the Cartercar, who avers that if it were not for the fact that most automobiles require this feature, that there would be a great many more women motorists.

"The gearless friction drive transmission of the Cartercar eliminates the gears and the clutch and for that reason we feel perfectly safe in saying that the Cartercar is essentially a woman's car," says Mr. Wetherbee. "It is operated as easily as an electric vehicle, but has the range of any gasoline car. Any woman or child can operate the Cartercar in a few minutes after they have sat under the steering wheel."

"Mrs. James J. Storrow, the wife of the well known financier, is the owner of two Cartercars and several other types of automobiles that require gear shifting. She finds the Cartercar ideal for her use and sets the ease of operation and range that she would not get with an electric vehicle. Although she has five automobiles, she may be seen any day driving along the roads at Lincoln in her Cartercar roadster or in inclement weather in her Cartercar limousine.

"While the Cartercar is essentially a woman's car, yet it is strong and powerful and as a hill climber has no superior."

If you want help at home or in your business, try The Sun "Want" column.

AUTO SHOW

MECHANICS BUILDING BOSTON

PLEASURE CAR EXHIBIT

MARCH 7 TO 14

Admission 50c. Except Wednesday, March 11, "Society Day" 3c.
Commercial Vehicle Exhibit Opens Tues., March 17, 8 P. M.

PLEASURE CAR EXHIBIT, MORE COMPLETE, COMMERCIAL VEHICLE EXHIBIT, MORE SUPER, SEPT. 17-21, 1914, MARCH 7-14, 1914

MR. ALEXANDER WINTON

FATHER OF THE WINTON CAR
RECALLS HIS CELEBRATED
COAST TO COAST RIDE

"One cannot delve very deeply into the pioneer days of long distance touring without running across the Winton and Alexander Winton himself."

When the durability and speed of automobiles were an unknown quantity and the public, prior to buying, demanded to be shown, the Winton company led the way. July 28, 1897, Mr. Winton left Cleveland in a Winton

ten phaeton with New York as his destination. His arrival in the metropolis Aug. 7 marked the successful finish of the first long distance automobile trip in America.

The first automobile to make the trip from coast to coast was a two-cylinder Winton, driven by Dr. H. Nelson Jackson of Burlington, Vt. Dr. Jackson left San Francisco May 23, 1899, and arrived in New York July 26, 1900.

The first automobile to be driven across the United States from south to north was a two-cylinder Winton. C. L. Roy of Seattle drove this car from Tijuana, Mexico, to Seattle, May 8 to June 7, 1901.

While disclaiming any predilection toward talking of old times, Mr. Winton, "reminisces" most interestingly of that first ride of his to New York. He says:

"That first trip to New York recalls itself because present conditions are so different. It was in 1897. I left Cleveland July 28, in a vehicle having a two-cylinder vertical motor, and followed the Buffalo-Albany route. The roads were fearfully wet and I made the mistake of trying the west side of the Hudson from Albany, but at Coxsack I ferried across to the east side and had better roads and easier traveling. I arrived in New York on Saturday afternoon, Aug. 7, having consumed 78 hours and 42 minutes running time. As I came down Broadway I regretted the daylight, for I was literally clad in dust and sadly in need of a bath."

"There was not at that time, so far as I know, another gasoline automobile in New York, and chug-chugging my lone way through the Broadway throng, scaring horses and sur-

Greatest Automobile Test

The World Has Ever Known

Individual owners have put their Winton Six cars to a test of strenuous service covering more than three million miles.

Figures compiled from the sworn statements of 286 owners appear on this page.

Ninety of these 286 cars established the world's lowest repair expense record of 25.1 cents per 1000 miles.

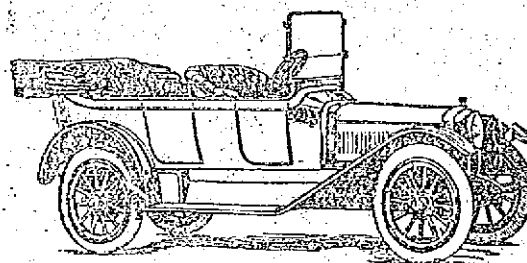
The performances of the remaining 196 cars are shown in the table.

And the grand totals for 286 cars show that in traveling 3,117,487.5 miles the whole repair expense averaged only \$1.32 per 1000 miles—less than one-seventh of one cent per mile.

This was the most exhaustive automobile test the world has ever known.

The only kind of test that proves anything for individual buyers—the test of service in the use of the owner.

Look over these figures, and then send for a copy of our Repair Expense Book, which gives the records in detail.



WINTON SIX

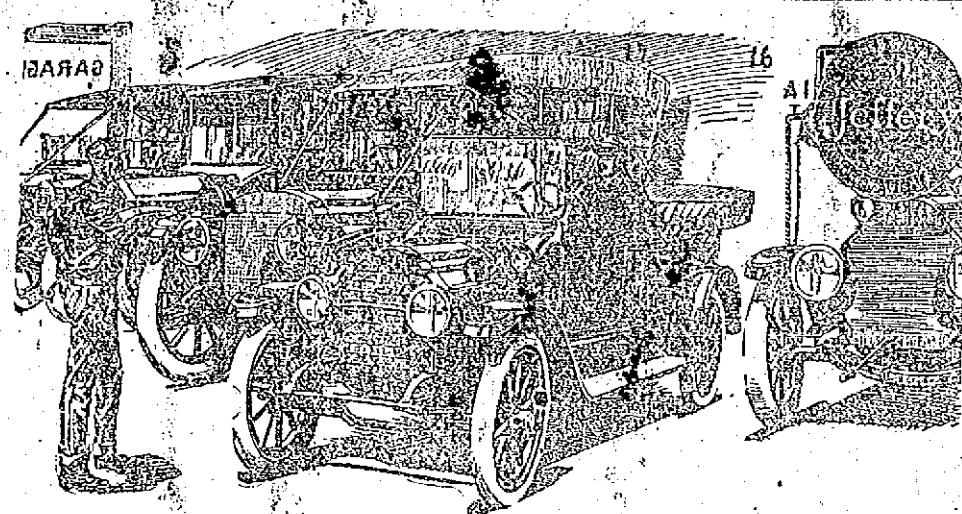
SEE IT AT THE BOSTON SHOW

Complete Record of Every Car Traveling 5000 Miles or More in the Six Annual Winton Six Repair Expense Tests of 1908, 1909, 1910, 1911, 1912, and 1913

CLASSIFICATION	Number of Cars	Total Miles	MILEAGE Average per Car	REPAIR EXPENSE		
				Total	Average per Car	Average per 1000 miles
Cars making the world's lowest repair expense record.....	90	1,329,960	14,777.3	\$ 333.71	\$ 3.71	\$0.251
Cars making the poorest records.....	53	552,098.3	10,416.9	3898.31	64.12	6.16
*Cars running without repair expense.....	72	601,604.2	8,355.6			
Cars not otherwise classified.....	71	633,825	8,927	360.47	5.06	.60
Totals for six years.....	286	3,117,487.5	10,900.3	\$4112.49	\$14.38	\$1.32

*NOT INCLUDED IN ANY OTHER CLASSIFICATION.

Average repair expense for 286 cars, traveling 3,117,487.5 miles, is \$1.32 per 1000 miles.



"There's the Car for Economy"

NO one knows this better than the expert mechanic at your garage. He's been expecting this sweeping change in automobile construction. He knows that the demand for economy has been growing and growing because he hears the constant protest and complaint of owners of heavy cars with big motors.

Now the heavy car is doomed. It costs too much to run. The light car, the high grade car, the car of comfort, quality and speed will take its place. The Jeffery is here.

The Jeffery Four is the first high grade, light weight, quality car of comfort produced in this country to sell at \$1550. The same type of car has been sold before at \$2500 and more. It is the car of motor wise Europe. The man who before had to buy the big, bulky car coming down for economy and the man who before had to buy the cheap car to gain economy is coming to the Jeffery standard for comfort and appearance.

Three things made the Jeffery Four possible at this price—capital, equipment and experience. Few manufacturers in the United States could produce a car of this quality at this price. Two of these would not do it

because they are entrenched in the low priced field. Some could not do it for at least eighteen months. All others could hardly hope to accomplish it, lacking capital, equipment and experience.

That dealers were quick to recognize these facts is shown by their contracting for over 6000 Jeffery cars in 60 days. That the public welcomed the car built to answer their cry for economy is plainly shown by scores of telegrams from dealers reporting hitherto unheard of business for this season and demanding immediate shipment in advance of their schedules. Good mechanics knew that it must be so, but they did not expect this ultimate type of car to come so soon.

Electric lighting and starting; imported annular ball bearings throughout; Spicer universal joints; Daimler leather coupling full floating rear axle; Vanadium steel springs and axle.

Bosch duplex ignition; Rayfield carburetor; Jeffery Four equipment includes Neverlark top; top covers; rain vision windshield; electric lighted dash with Stewart-Warner speedometer, ammeter, air and oil pressure gauges, four position light switch and small storage compartments; Klexet horn; foot rest; extra demountable rim with carrier; and complete tool and tire equipment.

tor, air and oil pressure gauges, four position light switch and small storage compartments; Klexet horn; foot rest; extra demountable rim with carrier; and complete tool and tire equipment.

Arthur J. Cumiskey Motor Car Co. Inc.

SALESROOM, 250 CENTRAL STREET

Service Station, 548 Moody Street.

MOST ECONOMICAL CARS

METZ "22" ROADSTER WINNER OF GLIDDEN TOUR HAS FINE EXHIBIT AT SHOW

The Metz company of Waltham, Mass., has an exhibit at Booth B-150 on the main floor of the hall which cannot fail to attract people who are looking for a low priced yet up-to-date automobile. The Metz "22" roadster is well known to the automobile public and was given a very severe test in the annual Glidden Tour of July. Metz's classic roadster was won by the Metz team of three cars and they were the only cars that held perfect scores for the entire eight days of the contest.

The Metz is known as the gearless car, having no clutch to slip and no gears to strip. It is also a very economical car to operate. It is made in three styles of body and equipment and the different models make a very attractive showing.

"The Metz '22' save you money when you buy it and every hour you run it. It travels 23 to 32 miles on ONE gallon of gasoline, 100 miles on ONE pint of lubricating oil and 10,000 to 12,000 miles on a single set of tires. Standard equipment throughout, including 22-1-2 h. p. four-cylinder water cooled motor, Bosch magneto, extension top, wind shield, full elliptic springs, five lamps and gas generator, artillery wheels, Goodyear clincher tires, left hand drive, center control and gearless transmission.

TRUMBULL CYCLECAR

MARK McCANN VERY ENTHUSIASTIC OVER HIS LATEST ACQUISITION

"Just met me at the automobile show in Boston any time next week," said Mark J. McCann to the automobile editor of The Sun, "and I will show you the latest word in automobile construction." Mr. McCann was referring to the Trumbull Cyclecar, America's first completely equipped four-wheel light car, of which he is the local agent. The car itself has a smart and stylish appearance yet is conservative in general outline to satisfy the most critical.

prising pedestrians. I felt like a man without a friend, the recipient of no sympathy from his fellowmen. To have been the first human being to drive a motor car from Cleveland to New York should have given me a feeling of elation, but the friendliness of New York sank into my spirit and left no place for elation. To be sure, the crowds were curious to examine my strange-looking machine, but any time museum exhibit would have attracted equal attention, and I was in no mood for a public exhibition.

"Indeed, so strenuously did this feeling possess me that I drove straight to the freight yards, and arranged for the transportation of the vehicle to Cleveland."

eral demonstrators, price was next considered. The officials named the price at which the car was to be sold; able production managers frankly stated that it would be necessary to eliminate some of the special features and expensive equipment such as engine, horn, interchangeable wire wheels, top, wind shield, etc., etc. The company had taken pride in this, and in the fact that they were offering more real car for the dollar than others; therefore, the car must be complete

to every detail and produced for the price. "This being decided, all agreed that enormous production was necessary to maintain the standard. Special machinery, tools, jigs and dies were required to make each part, and as each part was made, it was ready to be assembled, so that each and every part would be interchangeable in every car. "This incurred the outlay of thousands of dollars for the initial production and a delay of several months, but it enables the manufacturers to

give you a better car for the price and one that is complete in detail and just this much more—a car the design and mechanical features of which have been proven by actual tests. "The price of the car—\$425.00—is extremely low considering the fact it has practically all the equipment of a much higher priced car and it will not be long before you will notice a number of the Trumbulls passing through our streets."

\$475

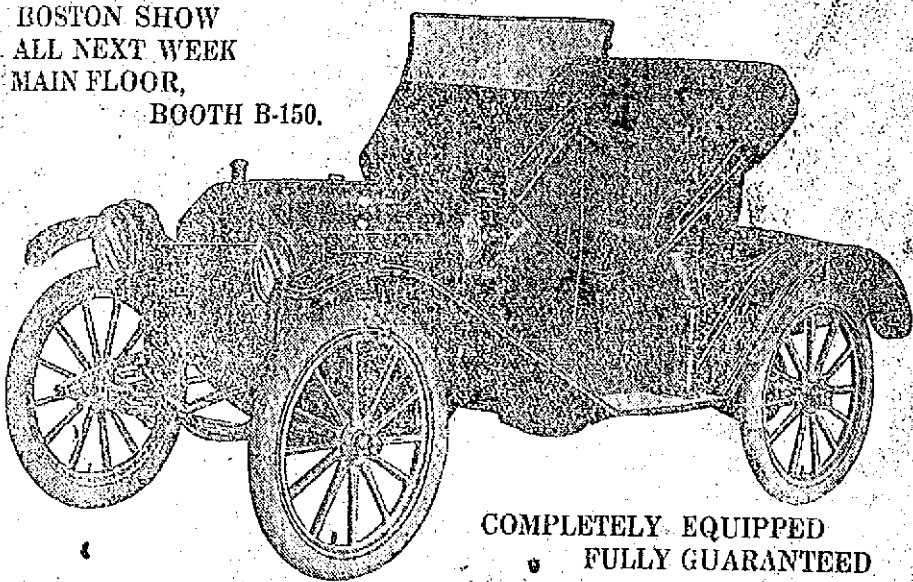
METZ "22" ROADSTER

THE GEARLESS CAR

No Clutch To Slip --- No Gears To Strip

WINNER OF THE GLIDDEN TOUR

BOSTON SHOW
ALL NEXT WEEK
MAIN FLOOR,
BOOTH B-150.



COMPLETELY EQUIPPED
FULLY GUARANTEED

Most Economical Car To Operate

The METZ "22" saves you money when you buy it, and every hour you run it. It travels 23 to 32 miles on ONE gallon of gasoline, 100 miles on ONE pint of lubricating oil, and 10,000 to 12,000 miles on a single set of tires.

Standard equipment throughout, including 22-1-2 H. P. four-cylinder water-cooled motor, Bosch magneto, extension top, and shield, full elliptic springs all around, 5 lamps and gas generator, artillery wheels, best quality Goodyear clincher tires, left-hand

drive, center control and gearless transmission, which entirely does away with gear troubles. America's classic road event, the annual Glidden Tour, was won last July by the METZ team of three cars, and they were the only cars that held PERFECT scores for the entire eight days of the contest. The METZ "22" is everything you want in a car—Stylish, Speedy, wonderfully Economical and always Reliable. Made in three styles of body and equipment, all on exhibition next week at the Boston show, booth B-150, Main Floor.

Write for New Illustrated Catalog "XX"

METZ COMPANY, WALTHAM, MASS.

Boston Branch, 907 Boylston Street

Phone, Back Bay, 3647

TRAINS TO AND FROM BOSTON

Southern Div.		Portland Div.	
To Boston	From Boston	To Boston	From Boston
Lie. Arr.	Lie. Arr.	Lie. Arr.	Lie. Arr.
6:44 6:50	7:00 6:58	6:45 7:56	15:10 2:05
6:59 7:05	7:14 7:12	7:05 8:07	8:11 10:20
6:47 7:53	7:56 8:53	8:55 10:51	10:50 11:51
6:47 7:53	8:51 9:58	10:55 12:07	11:50 12:55
7:01 8:07	9:00 9:57	11:02 1:13	12:14 1:25
7:05 8:11	9:59 10:06	11:07 1:18	12:19 1:30
7:25 8:31	11:09 11:48	11:15 1:26	12:27 1:38
7:36 8:42	1:00 1:57	11:22 1:33	12:34 1:45
7:45 8:51	1:00 1:57	11:29 1:40	12:41 1:52
7:45 8:51	1:00 1:57	11:36 1:47	12:48 1:59
7:50 8:56	1:00 1:57	11:43 1:54	12:55 2:06
7:55 9:01	1:00 1:57	11:50 2:01	1:02 2:13
8:00 9:06	1:00 1:57	11:57 2:08	1:09 2:20
8:05 9:11	1:00 1:57	12:04 2:15	1:16 2:27
8:10 9:16	1:00 1:57	12:11 2:22	1:23 2:34
8:15 9:21	1:00 1:57	12:18 2:29	1:30 2:41
8:20 9:26	1:00 1:57	12:25 2:36	1:37 2:48
8:25 9:31	1:00 1:57	12:32 2:43	1:44 2:55
8:30 9:36	1:00 1:57	12:39 2:50	1:51 3:02
8:35 9:41	1:00 1:57	12:46 2:57	1:58 3:09
8:40 9:46	1:00 1:57	12:53 3:04	2:05 3:16
8:45 9:51	1:00 1:57	1:00 3:11	2:12 3:23
8:50 9:56	1:00 1:57	1:07 3:18	2:19 3:30
8:55 10:01	1:00 1:57	1:14 3:25	2:26 3:37
9:00 10:06	1:00 1:57	1:21 3:32	2:33 3:44
9:05 10:11	1:00 1:57	1:28 3:39	2:40 3:51
9:10 10:16	1:00 1:57	1:35 3:46	2:47 3:58
9:15 10:21	1:00 1:57	1:42 3:53	2:54 4:05
9:20 10:26	1:00 1:57	1:49 4:00	3:01 4:12
9:25 10:31	1:00 1:57	1:56 4:07	3:08 4:19
9:30 10:36	1:00 1:57	2:03 4:14	3:15 4:26
9:35 10:41	1:00 1:57	2:10 4:21	3:22 4:33
9:40 10:46	1:00 1:57	2:17 4:28	3:29 4:40
9:45 10:51	1:00 1:57	2:24 4:35	3:36 4:47
9:50 10:56	1:00 1:57	2:31 4:42	3:43 4:54
9:55 11:01	1:00 1:57	2:38 4:49	3:50 5:01
10:00 11:06	1:00 1:57	2:45 4:56	3:57 5:08
10:05 11:11	1:00 1:57	2:52 5:03	4:04 5:15
10:10 11:16	1:00 1:57	2:59 5:10	4:11 5:22
10:15 11:21	1:00 1:57	3:06 5:17	4:18 5:29
10:20 11:26	1:00 1:57	3:13 5:24	4:25 5:36
10:25 11:31	1:00 1:57	3:20 5:31	4:32 5:43
10:30 11:36	1:00 1:57	3:27 5:38	4:39 5:50
10:35 11:41	1:00 1:57	3:34 5:45	4:46 5:57
10:40 11:46	1:00 1:57	3:41 5:52	4:53 6:04
10:45 11:51	1:00 1:57	3:48 5:59	5:00 6:11
10:50 11:56	1:00 1:57	3:55 6:06	5:07 6:18
10:55 12:01	1:00 1:57	4:02 6:13	5:14 6:25
11:00 12:06	1:00 1:57	4:09 6:20	5:21 6:32
11:05 12:11	1:00 1:57	4:16 6:27	5:28 6:39
11:10 12:16	1:00 1:57	4:23 6:34	5:35 6:46
11:15 12:21	1:00 1:57	4:30 6:41	5:42 6:53
11:20 12:26	1:00 1:57	4:37 6:48	5:49 7:00
11:25 12:31	1:00 1:57	4:44 6:55	5:56 7:07
11:30 12:36	1:00 1:57	4:51 7:02	6:03 7:14
11:35 12:41	1:00 1:57	4:58 7:09	6:10 7:21
11:40 12:46	1:00 1:57	5:05 7:16	6:17 7:28
11:45 12:51	1:00 1:57	5:12 7:23	6:24 7:35
11:50 12:56	1:00 1:57	5:19 7:30	6:31 7:42
11:55 13:01	1:00 1:57	5:26 7:37	6:38 7:49
12:00 13:06	1:00 1:57	5:33 7:44	6:45 7:56
12:05 13:11	1:00 1:57	5:40 7:51	6:52 8:03
12:10 13:16	1:00 1:57	5:47 7:58	6:59 8:10
12:15 13:21	1:00 1:57	5:54 8:05	7:06 8:17
12:20 13:26	1:00 1:57	6:01 8:12	7:13 8:24
12:25 13:31	1:00 1:57	6:08 8:19	7:20 8:31
12:30 13:36	1:00 1:57	6:15 8:26	7:27 8:38
12:35 13:41	1:00 1:57	6:22 8:33	7:34 8:45
12:40 13:46	1:00 1:57	6:29 8:40	7:41 8:52
12:45 13:51	1:00 1:57	6:36 8:47	7:48 9:00
12:50 13:56	1:00 1:57	6:43 8:54	7:55 9:07
12:55 14:01	1:00 1:57	6:50 9:01	8:02 9:14
1:00 14:06	1:00 1:57	6:57 9:08	8:09 9:21
1:05 14:11	1:00 1:57	7:04 9:15	8:16 9:28
1:10 14:16	1:00 1:57	7:11 9:22	8:23 9:35
1:15 14:21	1:00 1:57	7:18 9:29	8:30 9:42
1:20 14:26	1:00 1:57	7:25 9:36	8:37 9:49
1:25 14:31	1:00 1:57	7:32 9:43	8:44 9:56
1:30 14:36	1:00 1:57	7:39 9:50	8:51 10:03
1:35 14:41	1:00 1:57	7:46 9:57	8:58 10:10
1:40 14:46	1:00 1:57	7:53 10:04	9:05 10:17
1:45 14:51	1:00 1:57	8:00 10:11	9:12 10:24
1:50 14:56	1:00 1:57	8:07 10:18	9:19 10:31
1:55 15:01	1:00 1:57	8:14 10:25	9:26 10:38
2:00 15:06	1:00 1:57	8:21 10:32	9:33 10:45
2:05 15:11	1:00 1:57	8:28 10:39	9:40 10:52
2:10 15:16	1:00 1:57	8:35 10:46	9:47 10:59
2:15 15:21	1:00 1:57	8:42 10:53	9:54 11:06
2:20 15:26	1:00 1:57	8:49 11:00	10:01 11:13
2:25 15:31	1:00 1:57	8:56 11:07	10:08 11:20
2:30 15:36	1:00 1:57	9:03 11:14	10:15 11:27
2:35 15:41	1:00 1:57	9:10 11:21	10:22 11:34
2:40 15:46	1:00 1:57	9:17 11:28	10:29 11:41
2:45 15:51	1:00 1:57	9:24 11:35	10:36 11:48
2:50 15:56	1:00 1:57	9:31 11:42	10:43 11:55
2:55 16:01	1:00 1:57	9:38 11:49	10:50 12:02
3:00 16:06	1:00 1:57	9:45 11:56	10:57 12:09
3:05 16:11	1:00 1:57	9:52 12:03	11:04 12:16
3:10 16:16	1:00 1:57	9:59 12:10	11:11 12:23
3:15 16:21	1:00 1:57	10:06 12:17	11:18 12:30
3:20 16:26	1:00 1:57	10:13 12:24	11:25 12:37
3:25 16:31	1:00 1:57	10:20 12:31	11:32 12:44
3:30 16:36	1:00 1:57	10:27 12:38	11:39 12:51
3:35 16:41	1:00 1:57	10:34 12:45	11:46 12:58
3:40 16:46	1:00 1:57	10:41 12:52	11:53 13:05
3:45 16:51	1:00 1:57	10:48 12:59	12:00 13:12
3:50 16:56	1:00 1:57	10:55 13:06	12:07 13:19
3:55 17:01	1:00 1:57	11:02 13:13	12:14 13:26
4:00 17:06	1:00 1:57	11:09 13:20	12:21 13:33
4:05 17:11	1:00 1:57	11:16 13:27	12:28 13:40
4:10 17:16	1:00 1:57	11:23 13:34	12:35 13:47
4:15 17:21	1:00 1:57	11:30 13:41	12:42 13:54
4:20 17:26	1:00 1:57	11:37 13:48	12:49 14:01
4:25 17:31	1:00 1:57	11:44 13:55	12:56 14:08
4:30 17:36	1:00 1:57	11:51 14:02	13:03 14:15
4:35 17:41	1:00 1:57	11:58 14:09	13:10 14:22
4:40 17:46	1:00 1:57	12:05 14:16	13:17 14:29
4:45 17:51	1:00 1:57	12:12 14:23	13:24 14:36
4:50 17:56	1:00 1:57	12:19 14:30	13:31 14:43
4:55 18:01	1:00 1:57	12:26 14:37	13:38 14:50
5:00 18:06	1:00 1:57	12:33 14:44	13:45 14:57
5:05 18:11	1:00 1:57	12:40 14:51	13:52 15:04
5:10 18:16	1:00 1:57	12:47 14:58	13:59 15:11
5:15 18:21	1:00 1:57	12:54 15:05	14:06 15:18
5:20 18:26	1:00 1:57	13:01 15:12	14:13 15:25
5:25 18:31	1:00 1:57	13:08 15:19	14:20 15:32
5:30 18:36	1:00 1:57	13:15 15:26	14:27 15:39
5:35 18:41	1:00 1:57	13:22 15:33	14:34 15:46
5:40 18:46	1:00 1:57	13:29 15:40	14:41 15:53
5:45 18:51	1:00 1:57	13:36 15:47	14:48 16:00
5:50 18:56	1:00 1:57	13:43 15:54	14:55 16:07
5:55 19:01	1:00 1:57	13:50 16:01	15:02 16:14
6:00 19:06	1:00 1:57	13:57 16:08	15:09 16:21
6:05 19:11	1:00 1:57	14:04 16:15	15:16 16:28
6:10 19:16	1:00 1:57	14:11 16:22	15:23 16:35
6:15 19:21	1:00 1:57	14:18 16:29	15:30 16:42
6:20 19:26	1:00 1:57	14:25 16:36	15:37 16:49
6:25 19:31	1:00 1:57	14:32 16:43	15:44 16:56
6:30 19:36	1:00 1:57	14:39 16:50	15:51 17:03
6:35 19:41	1:00 1:57	14:46 16:57	15:58 17:10
6:40 19:46	1:00 1:57	14:53 17:04	16:05 17:17
6:45 19:51	1:00 1:57	15:00 17:11	16:12 17:24
6:50 19:56	1:00 1:57	15:07 17:18	16:19 17:31
6:55 20:01	1:00 1:57	15:14 17:25	16:26 17:38
7:00 20:06	1:00 1:57	15:21 17:32	16:33 17:45
7:05 20:11	1:00 1:57	15:28 17:39	16:40 17:52
7:10 20:16	1:00 1:57	15:35 17:46	16:47 17:59
7:15 20:21	1:00 1:57	15:42 17:53	16:54 18:06
7:20 20:26	1:00 1:57	15:49 18:00	17:01 18:13
7:25 20:31	1:00 1:57	15:56 18:07	17:08 18:20
7:30 20:36	1:00 1:57	16:03 18:14	17:15 18:27
7:35 20:41	1:00 1:57	16:10 18:21	17:22 18:34
7:40 20:46	1:00 1:57	16:17 18:28	17:29 18:41
7:45 20:51	1:00 1:57	16:24 18:35	17:36 18:48
7:50 20:56	1:00 1:57	16:31 18:42	17:43 18:55
7:55 21:01	1:00 1:57	16:38 18:49	17:50 19:02
8:00 21:06	1:00 1:57	16:45 18:56	17:57 19:09
8:05 21:11	1:00 1:57	16:52 19:03	18:04 19:16
8:10 21:16	1:00 1:57	16:59 19:10	18:11 19:23
8:15 21:21	1:00 1:57	17:06 19:17	18:18 19:30
8:20 21:26	1:00 1:57	17:13 19:24	18:25 19:37
8:25 21:31	1:00 1:57	17:20 19:31	18:32 19:44
8:30 21:36	1:00 1:57	17:27 19:38	18:39 19:51
8:35 21:41	1:00 1:57	17:34 19:45	18:46 19:58
8:40 21:46	1:00 1:57	17:41 19:52	18:53 20:05
8:45 21:51	1:00 1:57	17:48 19:59	19:00 20:12
8:50 21:56	1:00 1:57	17:55 20:06	19:07 20:19
8:55 22:01	1:00 1:57	18:02 20:13	19:14 20:26
9:00 22:06	1:00 1:57	18:09 20:20	19:21 20:33
9:05 22:11	1:00 1:57	18:16 20:27	19:28 20:40
9:10 22:16	1:00 1:57	18:23 20:34	19:35 20:47
9:15 22:21	1:00 1:57	18:30 20:41	19:42 20:54
9:20 22:26	1:00 1:57	18:37 20:48	19:49 21:01
9:25 22:31	1:00 1:57	18:44 20:55	19:56 21:08
9:30 22:36	1:00 1:57	18:51 21:02	20:03 21:15
9:35 22:41	1:00 1:57	18:58 21:09	20:10 21:22
9:40 22:46	1:00 1:57	19:05 21:16	20:17 21:29
9:45 22:51	1:00 1:57	19:12 21:23	20:24 21:36
9:50 22:56	1:00 1:57	19:19 21:30	20:31 21:43
9:55 23:01	1:00 1:57	19:26 21:37	20:38 21:50
10:00 23:06	1:00 1:57	19:33 21:44	20:45 21:57
10:05 23:11	1:00 1:57	19:40 21:51	20:52 22:04
10:10 23:16	1:00 1:57	19:47 21:58	20:59 22:11
10:15 23:21	1:00 1:57	19:54 22:05	21:06 22:18
10:20 23:26	1:00		

FRED H. TAYLOR DIED IN A CAR

For 20 Years Had Been Letter Carrier at Local Postoffice, on Pawtucketville Route—On Way to Work When Death Occurred

Fred H. Taylor, one of the best known mail carriers of this city and residing at 672 School street, died suddenly this morning on an electric car while on his way to work. Mr. Taylor was riding on the Middlesex street car which was scheduled to reach Merrimack square at 7.10 o'clock, and shortly before the car reached its destination Mr. Taylor was seized with what was believed to be a fainting spell. As soon as the car reached the square a hurried call for the ambulance was sent in, but when the ambulance arrived it was found that the man had passed away. The body was removed to the funeral parlors of Undertaker George W. Healey.

Deceased was born in this city Oct. 19, 1861. On Nov. 1, 1884, he was appointed sub-carrier and a year later, on April 20, 1885, he was promoted to the regular force. He was one of the best known carriers in the city and counted a host of friends, who will deeply feel his demise. Mr. Taylor had been troubled with failing spells for the past few years, but recently he was apparently in the best of health. For the past few years he covered the route known as the "Mammoth road route" and was held in high esteem by residents along that route, to whom he delivered the daily mail. Deceased is survived by a wife and son. His wife, it is said, has been in poor health for some time.



THE LATE FRED H. TAYLOR

AUTO DRIVER WAS KILLED

Judge Pickman Finds That Death of John C. Bailey Was Due to Reckless Driving

Judge John J. Pickman has filed his finding on the inquest of the automobile accident which occurred on the Princeton boulevard on Dec. 12 last in the course of which John C. Bailey, the driver of the automobile, lost his life, while his companion, Edwin C. Frost, both of Billerica, was seriously injured, and the judge finds that the death of Bailey was occasioned wholly by the reckless driving of said automobile.

The accident occurred on the Princeton boulevard on the evening of Dec. 12. Bailey and Frost were riding in the former's automobile at a rate of about 35 miles an hour. When the machine reached a certain point on the boulevard it crashed into a coal wagon owned by John P. Quinn and driven by one Peter McLean. The wagon was totally demolished and the horses were slightly injured. The auto turned turtle and its occupants were thrown forcibly to the ground. The two men, Bailey and Frost, were removed to the hospital, where Bailey passed away a few hours later.

The report of Judge Pickman on the accident is in part as follows: "I find that the automobile was being run in a reckless way at a very excessive rate of speed that was wholly unwarrantable, and that the results of the accident were due thereto. "I find that in the evening of Saturday, the thirteenth day of December last past, John C. Bailey was operating an automobile owned by him on the Princeton boulevard in said Lowell; that said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and that while being so operated said automobile ran into a coal wagon that was being driven over said boulevard in front of said automobile, whereby the said automobile was overturned and said John C. Bailey, the operator thereof sustained injuries from the effects of which he soon afterwards died. "I find that the said death was occasioned wholly by the reckless driving of said automobile. "Respectfully submitted, "John J. Pickman, "Senior Special Justice of the Police Court of Lowell and Acting, "Lowell, Mass., March 6, 1914."

TWO MOVIES RULED OUT

BY CHIEF WHITNEY OF DISTRICT POLICE WHO THREATENS LOSS OF LICENSE AT TWO THEATRES

Mayor Murphy today received notification from Chief Whitney of the district police notifying him that two moving pictures have been shown, one at each of two local theatres without proper authorization. One is "The Musical Comedy" and the other "The Derby". In regard to the former picture shown at the Theatre, Whitney says that there are several pictures of the same name, it is impossible to tell whether this particular one has been approved; but he insists that the regulations in regard to such pictures must be strictly observed or the house license will be revoked. As to "The Derby" he states that any further infringement of the rules by the picture house in showing this was shown will result in a loss of the license.

REAR ADMIRAL LYON DEAD
PHILADELPHIA, March 7.—Rear Admiral George A. Lyon, U. S. A., retired, died here yesterday and his body was taken to the city where funeral services will be held. He was 74 years old. He entered the navy as a paymaster's mate and was retired in 1899 with the rank of rear admiral.

\$60,000 BEQUEST BY LOWELL MAN

Supreme Court Affirms the Right of the State of New Hampshire to Bequest Made in Will of John Nesmith of This City

BOSTON, March 7.—The supreme court today affirmed the right of the state of New Hampshire to a bequest made in the will of John Nesmith of Lowell who died in 1869.

Nesmith, who was a native of New Hampshire, provided that \$60,000 and valuable real estate in Lowell, should go on the death of his widow and children to the state of New Hampshire for the support and education of its indigent blind.

The gift was accepted in legislation adopted in 1870 and reaffirmed in 1913.

Meantime, the heirs of Nesmith in Lowell contested the bequest on the ground that it was impossible for the beneficiary to comply with the conditions imposed by the testator.

The court holds that New Hampshire has a vested right to the bounty of Nesmith and that when the fund is available it will not be subject to a legacy or succession tax in Massachusetts.

PROTECT AMERICAN CITIZENS IN MEXICO

Resolution Will be Subject of Spirited Debate in the Senate Next Monday—Investigation of the Murder of William S. Benton Continues

WASHINGTON, March 7.—The United States government, it was learned here today, is biding its time while the commission appointed by the constitutionalists of Mexico to investigate the recent execution of William S. Benton, the Scottish rancher, and the disappearance of Gustave Baugh, a German-American makes a report. There is every prospect that the congressional resolution for protection for American citizens and foreigners in Mexico will be the occasion of spirited debate in the senate next Monday. Senator Shively, ranking member of the foreign relations committee, has been in close touch with the state department gathering data on the actual number of foreigners killed or injured as recorded by American consuls throughout the southern republic.

That he will uphold the administration's policy in the expected debate, Senator Fall of New Mexico having announced his intention of advocating a change of national interest in the Mexican situation, both present and past, was learned today by the publication of the details of a proposed treaty negotiated more than half a century ago between the United States and the republic of Mexico, which, if ratified, would have authorized the United States to intervene in support of its own citizens and the security of its own citizens, whenever Mexico may be unable

to guarantee the same without "incurring the obligation or necessity of a general intervention in the domestic affairs of that country." The treaty had been lying in the secret archives of the senate committee on foreign relations since January, 1860. The injunction of secrecy was removed yesterday and the document ordered printed for the use of the members of that body. "The treaty was signed in Vera Cruz, Dec. 14, 1859, by Robert M. McLane, American minister to Mexico, and Ocampo, secretary of state and foreign affairs of Mexico and shortly afterward transmitted to the senate by President Buchanan but never ratified by the United States because of confusion incident to the outbreak of the Civil war.

Second Edition

FOR LATER LOCAL AND TELEGRAPHIC NEWS AND TODAY'S STOCK MARKET REPORT SEE NEXT EDITION

MAYOR MURPHY AGAINST TANGO

Engagement of Miss Marcotte at Merrimack Square Theatre—Threatens to Take Away Sunday Entertainment Privilege

Will Angelina Marcotte tango at the Merrimack Square theatre? Well, perhaps so, and then again, perhaps not. A three-column advertisement tells us that Angelina will trip the light fantastic at that cosy playhouse, but something happened since the "ad" was written and inserted. Angelina is booked as "the famous tangoist" and it is stated that she will be seen in "the specific steps and terpsichorean deportment which led to her sensational arrest and triumphant acquittal, assisted by a male partner."

Mayor Murphy read the notice in the paper and, after giving the matter due consideration, dictated the following letter which, in its personal reflection on Manager Carroll, will be considered needlessly severe by those who know that gentleman, regardless of their views in reference to the tango.

March 7, 1914.
To the Management of the Merrimack Square Theatre, Lowell, Mass.:
Sirs: I notice in your advertisement in the Lowell Courier, dated today, that you advertise Angelina Marcotte to appear at your theatre for the week beginning March 8. If you believe that this is the

of taking tickets at dances but they mustn't do it any more, for the mayor himself hath said it. He says "they must give their whole and undivided attention to police work, and he sent the following letter of instructions to Supt. Welch of the police department this forenoon:

Lowell, Mass., March 7, 1914.
Redmond Welch, Supt. of Police:
Dear Sir: I hereby notify you that on and after this date all police officers assigned by your department to dance halls shall devote their whole time and attention to police work and they will refrain from acting as ticket takers. It is not the duty of a police officer to act as a ticket taker, and they should devote his whole time and energy to the supervision of the dance with the sole idea in mind of maintaining order and decency.

Respectfully yours,
Dennis J. Murphy, Mayor.

Saved Some Money.
George H. Brown, commissioner of finance, allows that he saved nearly four months' salary yesterday, after called for bids for the purchase at discount of a temporary loan of \$200,000 in anticipation of revenue and an eight months' note at 8.5 per cent. The city of Lowell does business with the First National bank of Boston and that bank was appealed to. Because of the fact that Lowell is a good customer for the First National bank, it would as a favor, reduce the market rate of \$150 to \$145. The commissioner of finance refused to borrow money at this rate and later succeeded in placing it with Bond & Goodwin, Boston brokers, at \$170, and now he is crediting himself with a saving of \$700. The note in question is an eight months' note and in view of the fact that not a single penny was received from any of the 117 bankers it would seem as if the banks haven't much use for short term notes.

You May Try It.
If you are apparently drowned, or breathing your last from gas asphyxiation, just trot over to the police station and ask some cop, tangoer preferred, to apply the pulmotor. The mayor has had one of the machines installed at the police station or he is about to have it installed at a cost of \$185. It's a good thing and would come in very handy in the event of a cop tangoing himself into unconsciousness. It is called the Draeger pulmotor and the people who sell it claim that it has already saved 54 lives after all other means of resuscitation had failed. It is absolutely automatic and a layman can use it just as well as a police officer or a doctor. Its action is controlled by the pressure and suction developed in the lungs and if you want to know any more about it you must get asphyxiated.



ANGELINA MARCOTTE

character of entertainment and sensationalism that the people of Lowell are waiting for it settles me that you are not a proper person to conduct Sunday entertainments in your house and while I have no authority to prevent you from employing Miss Marcotte in your theatre, I can assure you that if she appears I will not grant any license to your house to conduct performances on Sundays.

Very respectfully,
Dennis J. Murphy, Mayor of Lowell.

Asked if he had anything to say relative to Angelina's tangoing or the mayor's letter, the manager of the Merrimack Square Theatre, E. J. Carroll, said: "There isn't anything in particular that I care to say just now. You may hear from me later."

Must Not Take Tickets.
Police officers have been in the habit

ADrift IN OPEN BOAT

SEASIDE PARK, N. J., March 7.—Eighteen members of the crew of the steamer Chavlenagne Tower, Jr., which sank near here are adrift on the ocean in an open boat. The last seen of them they were going out to sea in a southerly direction. The steamer sank in 30 feet of water, three-quarters of a mile from shore between Cedar Creek and Forked River lifesaving stations, six miles south of here.

H. B. Thompson of Brooklyn, first mate and three of the members of the crew, were brought ashore. The Tower was owned by the Southern Transportation Co., with which Charles W. Morse of New York is identified. It is said this was the first trip of the steamer in six years and that the crew was not listed.

and in the end all the pipes were shaken loose. Water poured into the ship as through a sieve. The steam pumps kept her going for a while. Then with the aid of hand pumps the crew desperately to fight back the rushing waters but the struggle was unavailing and it finally reached the engines.

Captain Murphy, realizing the danger, steered the boat toward the coast Friday morning. It was signaled by the Hamilton of the Old Dominion line. Later, said Thompson, he sent a wireless call for help to the Barnegat life saving station.

SONG RECITAL.
The entertainment in the People's club course Wednesday evening will be a song recital by Miss Edith Smith, soprano, of Portland, Me. A very delightful program will be presented by a young American singer who is exceptionally gifted. The recital will be free to the public and a general invitation is extended. Admittance free. Take elevator.

JUST A REMINDER

Money deposited now will draw interest from March 7th

Present rate 4%

MECHANICS
SAVINGS
BANK

202 MERRIMACK ST.

A. G. Cumback, Pres.
C. H. Clogston, Treas.

Buy Chalifoux's.

Well Selected Stocks at Mark Down Prices.

— THE —

Removal Sale

Is the talk of Lowell. Best participate. Come down during this sale. Bargains that you cannot help appreciating. Selling is fast and furious.

COME TO

CHALIFOUX'S

Country Water Service

Where city water service is not available—

Use an electric pump.

It starts and stops automatically.

It can be easily connected to your well.

Lowell Electric Light Corp.

50 Central Street.

WW MOB LEADER HELD

A large, detailed illustration of a police raid on a building. The scene is dark and chaotic, with many figures running and shouting. A large, ornate letter 'M' is visible in the upper right corner of the illustration.

canon to make a deep channel, it moves along as noiseless as a cloud, it is peaceful in its shallows, and as it trickles and swirls through its rapids it makes music most pleasing to the senses. Usually during a portion of the summer the rapids are dried up, and the water lodges in pools, the banks being wholly exposed and its beach widened. It is then suffering from scant supplies and you yourself would look pretty tough if you went on short rations for a while. Then it is that it rains at intervals, to serve the needs of its usual life. At this time, too, we see it in its one unattractive state. But when the water is running from 6 to 12 inches over the flash boards at the falls we have a full and most beautiful river; it is not frequently happens that the water flows over this or that board, and the boards are all dependent, of course, upon the rains and the springs which feed the mountain brooks up north.

PLENTY OF PRIVATE DINING ROOMS

ber the Name."

English carman who is
selling the Yale crowd
that if weather permit
this today, three steady
harbor for practice.

Trading in futures, they said, was the backbone of the system, the method that made it possible to give the grower every day a market for his products.

DANDELION

TABLETS AND PILLS

A Miracle as it Blood Purifier

Say thousands who have used them. A positive cure for Rheumatism, Constipation and Piles. The best remedy for Liver, Kidney and Stomach. Eliminates all poisons from the system without griping. Purely vegetable and guaranteed under Pure Food and Drug Law. Free samples on request. To: SCIENCE CHEMICAL CO., 54 Franklin Street, New York. 25 cents a box at

HALL & LYON CO., 67-69 Northmain Street, Lowell, Mass.

There is the time
to take
CASCA'S QUININE
TABLETS

gripped in those teeth. It is your autoed. Yes, you have your money back if it fails. It is not an ordinary trick and a proven remedy. Certainly no poison or chemical—has no unpleasant after effects.

Simply helps nature to destroy the deadly germs and carry them out of the system.

Be sure to get the real one—box with the red top. Mr. Wolf's picture on it. Don't experiment with substitutes.

W. H. Hill Company
Detroit, Michigan

LAWYERS IN FIST FIGHT COLE DEFIES HUB MAYOR

Former Asst. U. S. Dist. Atty. Sullivan Knocked Atty. Jacobs to Floor After Bankruptcy Case

BOSTON, March 7.—A lively row in room yesterday just after Referee Olmstead adjourned court for the noon recess.

Attorney Jacobs, who was anxious to control the trusteeship in the bankruptcy case of the Barry Manufacturing company, had accused Attorney Sullivan in open court of soliciting the receivership from him last December or January. Sullivan vigorously protested that he had not. The referee declined to listen to Jacobs, saying he had no reason to mistrust Sullivan.

As the referee left the room, Sullivan crossed the room very much excited and asked Jacobs if he had understood him to say that he, Sullivan, had solicited the receivership from him.

Jacobs said that was practically what Sullivan had done. Sullivan retorted hotly that it was a lie and squared off, hitting Jacobs twice over the right eye. The latter dropped to the floor and started to kick Sullivan in the shins.

Friends parted the combatants and took Sullivan out of the court room. When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

The row was the result of words that had passed between the men, not only in court, but before they came into court. In justification of his attack Sullivan, although loath to discuss the matter for publication, said that Jacobs tried to use him to control the trusteeship.

After he had declined to give Jacobs a list of the creditors, angry words passed between them, he said.

Jacobs was likewise unwilling to discuss the matter for publication. He said, however, that he had recommended Sullivan for the position of receiver in the case and felt that what he had said in court did not justify an attack such as Sullivan had made on him. Sullivan had attacked him, he said, without warning and without giving him a chance to defend himself.

Friends parted the combatants and took Sullivan out of the court room.

When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

The row was the result of words that had passed between the men, not only in court, but before they came into court. In justification of his attack Sullivan, although loath to discuss the matter for publication, said that Jacobs tried to use him to control the trusteeship.

After he had declined to give Jacobs a list of the creditors, angry words passed between them, he said.

Jacobs was likewise unwilling to discuss the matter for publication. He said, however, that he had recommended Sullivan for the position of receiver in the case and felt that what he had said in court did not justify an attack such as Sullivan had made on him. Sullivan had attacked him, he said, without warning and without giving him a chance to defend himself.

Friends parted the combatants and took Sullivan out of the court room.

When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

The row was the result of words that had passed between the men, not only in court, but before they came into court. In justification of his attack Sullivan, although loath to discuss the matter for publication, said that Jacobs tried to use him to control the trusteeship.

After he had declined to give Jacobs a list of the creditors, angry words passed between them, he said.

Jacobs was likewise unwilling to discuss the matter for publication. He said, however, that he had recommended Sullivan for the position of receiver in the case and felt that what he had said in court did not justify an attack such as Sullivan had made on him. Sullivan had attacked him, he said, without warning and without giving him a chance to defend himself.

Friends parted the combatants and took Sullivan out of the court room.

When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

The row was the result of words that had passed between the men, not only in court, but before they came into court. In justification of his attack Sullivan, although loath to discuss the matter for publication, said that Jacobs tried to use him to control the trusteeship.

After he had declined to give Jacobs a list of the creditors, angry words passed between them, he said.

Jacobs was likewise unwilling to discuss the matter for publication. He said, however, that he had recommended Sullivan for the position of receiver in the case and felt that what he had said in court did not justify an attack such as Sullivan had made on him. Sullivan had attacked him, he said, without warning and without giving him a chance to defend himself.

Friends parted the combatants and took Sullivan out of the court room.

When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

The row was the result of words that had passed between the men, not only in court, but before they came into court. In justification of his attack Sullivan, although loath to discuss the matter for publication, said that Jacobs tried to use him to control the trusteeship.

After he had declined to give Jacobs a list of the creditors, angry words passed between them, he said.

Jacobs was likewise unwilling to discuss the matter for publication. He said, however, that he had recommended Sullivan for the position of receiver in the case and felt that what he had said in court did not justify an attack such as Sullivan had made on him. Sullivan had attacked him, he said, without warning and without giving him a chance to defend himself.

Friends parted the combatants and took Sullivan out of the court room.

When Jacobs got up he was bleeding from a skin wound on the forehead, his glasses were knocked off and he was greatly excited.

Will Not Name Grady — Calls Chief Mullen's Force-Out "Most Wicked and Cruel"

BOSTON, March 7.—Fire Commissioner Charles H. Cole on the eve of his retirement from the Boston fire department threw down the gauntlet to Mayor Curley yesterday by refusing to appoint his own successor, Deputy Chief John Grady, chief of the department, and by declining to reduce the salaries of the officials of the department as ordered by the mayor.

In a letter sent by special messenger to the mayor last evening, the fire commissioner asked the mayor to accept his resignation at once and to appoint an acting fire commissioner if he, the mayor, desired the salary reductions to go into effect today.

The commissioner also took occasion to criticize the manner in which Chief John A. Mullen was forced out of the department, saying it was one of the most wicked and cruel things in the history of the city.

There is a wide open breach between the commissioner and the mayor over the retirement of Chief Mullen, and the only reason it is believed that the commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner, who has been keenly enfeebled by illness, declined to do it, saying that he must leave that for his successor to do.

The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city."

After giving 49 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he has stood at the front and taken everything that has been thrown at him, because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

The commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner, who has been keenly enfeebled by illness, declined to do it, saying that he must leave that for his successor to do.

The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city."

After giving 49 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he has stood at the front and taken everything that has been thrown at him, because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

The commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner, who has been keenly enfeebled by illness, declined to do it, saying that he must leave that for his successor to do.

The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city."

After giving 49 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he has stood at the front and taken everything that has been thrown at him, because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

The commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

It was just before Mayor Curley left city hall last evening for home that he called Fire Commissioner Cole on the telephone and asked him to appoint Grady chief of the department. The commissioner, who has been keenly enfeebled by illness, declined to do it, saying that he must leave that for his successor to do.

The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city."

After giving 49 years of the best of his life, this is his reward. The citizens of Boston owe John A. Mullen far more than they will ever be able to repay for his work at the head of their fire forces. For eight years he has stood at the front and taken everything that has been thrown at him, because he always stood for what was right, even though it was harder to do. He never took the wrong side because it was easy. What a pity he could not have been retired in a decent and honorable way."

The commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

It is understood that as soon as Mr. Minton takes charge of the department, Deputy Chief John Grady, who has been acting chief since the resignation of Chief Mullen Thursday night, will be appointed chief of the department.

PROMINENT ON DIAMOND

FRENCH CANADIAN PLAYERS ARE IN ALL THE BIG LEAGUES

Statistics show that the French-Canadians are gaining in numbers in the game of baseball and now there are some in every league in the country. A few years ago the number of French-Canadians who whirled the ball or landed the bat was very small, but now there are no less than 118 clever players listed among the various leagues in the country, and for the benefit of the fans who are interested in the list of French-Canadians in the baseball game follows:

International League: Lajoie, Boucher, Verbon, Capora, Morissette, Parent, Capron, Lafitte, Pabrique, American Association: Bonnin, Lallier, Cloutier, Rondeau, Laporte, Barbeau, Devost, Baskotte.

Western League: Gaspar, Chellette, Southern League: Mareau, Martel, Gauthier, Oriet, Paullet.

New York State League: Cadore, Caporal, Papalau, Descher.

Eastern Association: Grenier, Taguer, Duchesne, Demott, Genest, Gervais, Oberstall.

Three-I League: Houchet, Trotter, Central League: Vallier, Lejeune, Texas League: Dobard, Chappelle, Rennard.

New England League: Ruffange, Broumder, Lavigne, Degron, Northwestern League: Grot, Cadreau.

Wisconsin-Illinois League: Chouhurd, Baillet, Canadian League: Chapdelaine, Deneau, Lecier, Cause, Clermont, Lamonde.

South Atlantic League: Dedon, Maurer, Virginia League: Gaston, Chastant, Laval, Leshing.

South Michigan League: Cote, Central Association: La Salle, Angerer, Chellette, Derose, Gelsin, Illinois-Missouri League: Saillard, Carreau.

Texas-Oklahoma: Bodel, Pelouet, Union Association: Oriet, Perrine, Chagnon.

Appalachian: Breau, Ramage, Western Tri-State: Gard, Lodel, Varian.

Michigan State: Bonine, Bartolles, Tallon, Blanche, Tenant, Ayette, Chapelle.

Border League: Gallant, Gascon, Amiol, Loranger, Robidoux, Breyer, Moreau.

Nebraska State: Berre, Heriot, Northern League: Menice, Clothier, Baehant, Lizzelle, Sherin, Urban, Leverette, Briere.

Kansas: Laframboise, Provost, Murie, New York-New Jersey: Dufresne, Resisque, Moshier, Rutter, Belanger.

400,000 MADE RETURNS

INCOME TAX LAW WILL PRODUCE ABOUT \$50,000,000 A YEAR IN REVENUES

WASHINGTON, March 7.—The income tax law bids fair to live up to the expectations of the administration by producing about \$50,000,000 annually in revenue paid by approximately 425,000 individuals.

Although treasury officials decided last night not to make public for the present the reports of internal revenue collectors, it became known that more than 400,000 individuals had made returns in the 53 collection districts up to Monday midnight, when the time limit expired. From these individuals it was understood the government probably would collect more than \$10,000,000.

It has been the opinion among officials that thousands of individuals would take advantage of the 30 days' extension of time granted in case of absence and sickness, and they expect the final figures to show at least 25,000 more reporting than were given in the preliminary lists from collectors.

Including the corporation tax as amended in the present law it was estimated that the annual revenue from this source would amount to about \$55,000,000.

HIGH COST OF LIVING

BOSTON, March 7.—Thomas N. Carver, director of the rural organization service of the department of agriculture, said that one cause of the high cost of living was the tendency of the country boy to leave the farm for the prospects offered in the cities.

"This disadvantage," he said, "cannot be overcome by underbidding the surplus population of the cities for the land. The salvation of the nation lies in keeping the rural youth on the farm."

As means to this end, the speaker mentioned intelligent co-operation among farmers, betterment of living conditions in rural districts, and proper education along agricultural lines.

DEFENDS SCHOOL SYSTEM

PRESIDENT OF VERMONT UNIVERSITY CRITICIZES CARNEGIE FOUNDATION'S REPORT

MONTELEONE, Vt., March 7.—The recent finding of the Carnegie foundation, in which the educational system of Vermont institutions was severely criticized, was attacked yesterday by President Guy Potter Benton of the University of Vermont. Chief Justice George M. Powers of the supreme court, who is one of the trustees, and others.

The Vermont Educational commission gave a hearing yesterday at the state house and took the matter under advisement, pending the issuance of their report to the legislature.

Justice Powers and the others denied that the federal appropriation of \$39,000 for the agricultural school was the system of teaching agriculture was not practical. The speakers also attacked the statement made in the report of the foundation, to the effect that there was a "gentleman's agreement" among the trustees of the University of Vermont, Middlebury and Norwich, allowing them "to slip their hands" into the federal fund.

THE GIRL WHO PROVIDED LOWELL WITH THE GREATEST SENSATION IT HAS HAD IN YEARS

ANGELINA MARCOTTE

B. F. KEITH'S

LOWELL'S LEADING THEATRE

WEEK COMMENCING MONDAY, MARCH 9

RETURN ENGAGEMENT OF

Hardeen

KING OF THE HANDCUFFS

The Sensation of Two Hemispheres!

HARDEEN

Plays a Return Engagement at Keith's by Popular Demand. Holds the Attendance Record at Keith's. Presents Many New and Sensational Feats This Season. Defies the Police Departments of the World. Escapes from Handcuffs, Packing Cases, Crates, Trunks, Barrels, Crazy Cribbs, Steel Safes, etc.

7--OTHER FEATURES OF KEITH MERIT--7

1000 Matinee Reserved Seats.....10 Cents

LOWELL OPERA HOUSE

Thursday, March 12

COMING AT LAST—The Success of the Century

WILLIAM A. BRADY PRESENTS LOUISA H. ALCOCK'S WORLD FAMOUS CLASSIC OF PURITAN NEW ENGLAND MODE LIFE

LITTLE WOMEN

A Tender Page of Life. Treasured in a Million Memories

Positively original New York Company and Production, Coming Direct From Its Notable Run at the Majestic Theatre, Boston.

PRICES

EVENINGS: First 12 Rows \$1.50; Next 8 Rows \$1.00; Bal.—First 5 Rows 75c, Next 4 Rows 50c

MATINEES: First 12 Rows \$1.00, Next 8 Rows 75c; Entire Balcony 50c. Gallery 25c

Mail orders accompanied by check or money order will be filled in the order received and mailed back when accompanied by self-addressed stamped envelope, prior to opening of regular box office sale.

THE PITTSBURGH FEDERALS

WILL PLAY AT EXPOSITION PARK, WHERE PIRATES FORMERLY EXTERMINATED

PITTSBURGH, March 7.—Exposition park, the home grounds of the Pittsburgh National league club for a score of years, will be taken over by the Pittsburgh Federal league club this year. The first act of Edward W. Gallner, who has purchased control of the local Federals when he returned to Pittsburgh today was to announce that the stands would be remodeled and enlarged and that the playing field would be improved.

A new board of directors and a new set of officers will be named next Tuesday. Brownie Giesler, who will be retained as manager, will leave for Lynchburg, Va., with his men next Thursday.

VINCENT CAMPBELL A FED

INDIANAPOLIS, March 7.—Vincent Campbell, an outfielder with the Pittsburgh and Boston teams in 1911 and 1912 has signed with the Indianapolis Federal league team this year.

Lowell Opera House

The House of Warner. TODAY Warner Features, Inc., Present

The Web of Fate

In Three Parts Featuring Miss "Dot" Farley

5--OTHER FEATURES--5

BORJES' CONCERT ORCH. Children 5c—Admission—10c Adults

THE KASINO

Roller Skating Last Three Days of the Week Afternoon and Evening

BIG TRACK MEET Lowell High School vs. Boston English High School SATURDAY EVE.

Avoid Impure Milk for Infants and Invalids

Get

HORLICK'S

It means the Original and Genuine

MALTED MILK

"Others are Imitations"

The Food-Drink for all Ages.

ch milk, malted grain, in powder form. More healthful than tea or coffee. Infants, invalids and growing children. Agrees with the weakest digestion. Nutrition, upbuilding the whole body. Keep it on your sideboard at home. Ignorant nursing mothers and the aged. A quick lunch prepared in a minute.

Take no substitute. Ask for HORLICK'S.

HORLICK'S Contains Pure Milk

DR. T. J. KING'S 158 MERRIMACK STREET

Next to Pullard's, Opposite Dan Marché

Here at last is an ideal location, centrally located, light, clean and modern. I have fitted up these new offices with every known appliance for the practice of all kinds of dental surgery, and I take pride in placing at the disposal of the people of Lowell the finest and most modern dental office in this section.

I Promise Not to Hurt You

No pain and no high prices. I do beautiful work, do it painlessly and charge you 50% less than other reputable dentists. WILL YOU TAKE ADVANTAGE OF THE GREATEST DENTAL OFFER EVER MADE IN THIS CITY? I want new patients and I am making you these low prices so that you can have that dentist done that you have been putting off so long through fear and high prices.

FULL SET \$5 TEETH

Gold Fillings \$1.00 up Silver Fillings 50c up Pure Gold Crowns \$4.50 Bridge Work...\$4.50 in every way.

Dr. T. J. KING, 158 Merrimack St., Lowell

Phone 3800. Dental Nurse in Attendance. French Spoken

LADY LOOKABOUT

From time to time, as we read of the ruin wrought by militant suffragists in England, our sympathies are withdrawn more and more from them, and we feel that they are hurting the world-wide female movement. We think of the English woman as conservative, subservient, and more than all else, womanly. Then we read of some widow-smashing episode, or one of them has publicly horse-whipped a member of parliament, or a building of worth and beauty, and historical value has been burned. We read of the arrests of many of these militants, of their refusal to partake of food until death threatens, when the authorities, fearful of consequences, free them. Then, without really knowing anything about the situation in England, we condemn these women as vain, silly creatures seeking the limelight of publicity, and we let it go at that. Set one by a hundred really knows anything about the position of the English woman in her own country, or I am sure there would be much more charity in our judgment of their course. None comes to the aid of the situation of priority, but a word in regard to the conditions which have led up to this extraordinary revolution will not be amiss.

The fact that England happens to be the storm center of this revolution, is not due either to accident or chance. It is the logical spot, for there was in it the strongest, exploited and dominated, it is safe to say, as in no other civilized country in the world.

While considering the subject, it is well to keep in mind that 80 per cent of English women are wage earners, and that there are over a million and a quarter more women than men in England, a condition due to emigration, war, and wretched working conditions. These women, ranging from titled ladies to the scrub-woman, are storming the liberal cabinet with their appeal for equal rights. Evolution in industry has made the manufacturing class the dominating force in political government. Women have observed that as men have increased their suffrage, their wages have increased, while women's wages have decreased. They can see their physical and mental health ruined by the experience of poverty and wealth. All of these factors have galled the women in their struggle. They are cemented together by a bond of sympathy for each other and their power is profound.

The liberal government argues that it is a woman's duty to vote with the majority, but they would destroy our military and naval organizations, for they stand as a unit against war.

This government is built on brute force and women have no right to any voice in such a government. A large army and navy are absolutely necessary for us to keep the natives in our colonies in subjection, and we must not allow the flood of gold pouring from them to be cut off.

They overlook the fact that the women of the nation have produced the mightiest soldiers in war, that that same army and navy are made up of their husbands, sons, fathers and brothers.

The liquor interests of England are opposed to granting the women suffrage, for they know full well the attitude of a true woman toward their business.

The manufacturing interests, employing thousands of women and girls, oppose the enfranchisement of woman, for they know she would soon improve labor laws and working conditions, and thus cut into their profits.

There are, of course, a few elements which have caused the English woman to rise up and assert herself and in the final analysis, it is not difficult to see who in the end will be the successful fighter: Woman battling for herself and her children, or men that they may put more money in their pockets, and extend his political power.

Tea Cent Store

It is the habit of some ten cent stores that they can afford to under-sell regular dealers in the same merchandise, because they do not advertise in the newspapers. It is a question in my mind if they do sell lower, and if frequent stores of all kinds. Now it is an economic principle that we all are dependent upon each other. This is particularly true in cities. Each line of business helps along each other. The firm which we should unite in welcoming to our city, is the one which carries on a business of good quality and to which our attention is called by advertisements in our local newspapers. Firms which pay a good average wage to the men and women they employ, firms owned and managed as far as possible by men whose interests are local—property owners and taxpayers. We have many such in Lowell and they do not lack patronage. These are the stores we should patronize with our trade, and if we look about us intelligently we will find that they are not undersold to any extent.

Dangerous Signs

I have just passed, on a street near my home, an enormous signboard lying flat on the ground, close down during last Sunday's storm. The freed women's march which supported the cause of metal of which the structure was made, had snapped in a dozen places. To be sure, last Sunday's storm was unusually severe, but even a superficial examination of the signboard shows that a much less severe storm would have played havoc with it just the same. It was not so withstanding, but it stood upon the edge of a public highway. Hundreds of persons, including the children of a nearby school, pass it daily. At any time during the present winter, when high winds have been prevailing, it might have fallen with injury to passersby. I am not aware that the proprietors of these boards pay taxes on their property. I do know that they pay a nominal rent to the owner of the land. They are permitted to erect their structures, and I know that if specifications were submitted, no independent or inspection of public buildings would consent to their erection. Besides being in most cases, an eyesore to a community, they are a menace to public safety.

The Gum Chewing Habit

This is an era of gum-chewing. "Everybody's doing it" in the street car, on the street, in the house, the office, the school. Watch as you go along some day, and note how the habit has seized everyone, from the professional man with his office to the gamblers on the streets. I don't believe it is as harmful as I was brought up to believe. When I was a little girl, it was a crime to be caught chewing gum. We had a teacher who used to tell us to take our gum home, stick it on the inside of the pig pen and see if the pig would take it. Of course piggy wouldn't, but I think now it was because he did not eat it. Nothing daunted by this display of criminalization on play's part, the "gummed" gum was often carefully scraped from

the inside of the pen, to die a natural death by being swallowed in the night-time by one who knew no qualms of conscience.

It certainly is not a pretty act, chewing gum, and of course a well-bred person would do it in public, but I fail to see the harm in it unless there be such a thing as over-doing it. In my mind it is greatly to be preferred to tobacco chewing. That is indeed a filthy habit, and causes a man's mouth to grow in ugly lines, no matter how carefully he tries to conceal his chewing.

Really, I am getting to rather like the spearmint odor I often get on entering a closed car. It is lots better than some odors the car occasionally gives up.

A Social Centre

If there be one place more than another which has, without design on the part of the proprietors, become a social centre in our city, that place is the D. L. Page Co's store in Merrimack square.

I do not mean in the restaurant so much as in the store proper. Here, late in the afternoon, you can get a pretty good idea of meeting almost everyone you know, or rather, knowing everyone you meet. There is an air of sociability in the place, notwithstanding the small floor space. This may add to the spirit—which knows—proximity is a powerful agent in promoting sociability, and has been accounted responsible for much in this line, we are told.

At any rate, it is a delightful place to make little unexpected visits with persons whom one meets only occasionally, and although the store has been in operation in its present quarters but a short time, already it has an atmosphere which comes to some establishments only if ever, after a generation or more of business.

LADY LOOKABOUT

LOWELL PROGRESSIVES

PASS THE WORD ALONG TO THE COUNTY COMMISSIONERS THEY DO NOT APPROVE OF ACTIONS

The Lowell Progressive club at a meeting held last night, notified the county commissioners by a resolution which was passed unanimously that it is opposed to appointments made for political reward.

Alleging that the recent appointment of custody of the court house was a serious mistake, and adding also its protest to the proposed increase in the salaries of the county commissioners, the club passed the resolutions to that effect without a dissenting vote.

Secretary A. S. Goldman read a detailed report as to increase of membership, showing a membership of over 200 at the present time.

ON WOMAN SUFFRAGE

WASHINGTON, March 7.—A prolonged but futile attempt was made in the senate yesterday to get unanimous consent to limit debate on the woman suffrage resolution and take a final vote next Tuesday. The discussion will be resumed Monday.

FREE ORGAN RECITAL

WILFRED KERSHAW TO GIVE SECOND OF SERIES THIS AFTERNOON AT FIRST BAPTIST CHURCH

At 1 o'clock this afternoon Wilfred Kershaw will give the second of a series of free organ recitals at the First Baptist church, these recitals being given under the auspices of the Middlesex Women's club. The object of the recitals is to interest the public in good music, and the first was a real success, the attendance being very large.

The program to be given by Mr. Kershaw will be as follows:

Offering to P. M. ... Macdowell
To a Wild Rose ... Macdowell
Communion in G ... Wagner
Prelude to Lohengrin ... Wagner
Prelude to Tristan und Isolde ... Wagner
March from Sixth Symphony ... Tchaikowski

WILSON TOOK DAY OFF

WASHINGTON, March 7.—President Wilson took the day off for a trip to Philadelphia to see his oculist. The president has been so busy that he has not had time to see his oculist since he was elected.

DARTMOUTH ALUMNI ASSN.

PORTLAND, Me., March 7.—The annual reunion and dinner of the Dartmouth Alumni association was held here last evening. Prof. Herbert D. Foster, '85, was the guest of the evening. Other speakers were: Dr. I. A. Spaulding, '66; Charles S. Cook, Bates, '81, and Rev. Ashley D. Leavitt, Yale, '66.

REPORT STEAMER SUNK

NEW YORK, March 7.—The steamer Charlesmeyer, of the Southern S. S. Co., in distress six miles north of Barnegat, N. J., was reported today to have sunk in 60 feet of water. The vessel, which was carrying New York by wireless, stated that the crew of 11 men under Capt. J. W. Murphy had been taken from the vessel.

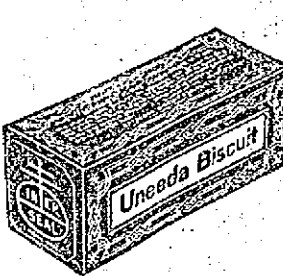
PORTLAND, Me., March 7.—The annual reunion and dinner of the Dartmouth Alumni association was held here last evening. Prof. Herbert D. Foster, '85, was the guest of the evening. Other speakers were: Dr. I. A. Spaulding, '66; Charles S. Cook, Bates, '81, and Rev. Ashley D. Leavitt, Yale, '66.

\$20,000 LOSS IN LYNN FIRE

LYNN, March 7.—The Mount Hood house, situated on the highest elevation in the city, was burned last night. The fire broke out in the kitchen and spread rapidly, burning for about an hour before it was extinguished. The loss is estimated at \$20,000.

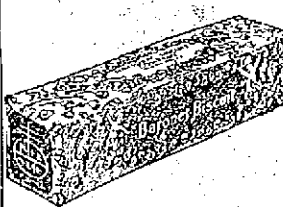
Uneeda Biscuit

Nourishment—fine flavor—purity—crispness—wholesomeness. All for 5 cents, in the moisture-proof package.



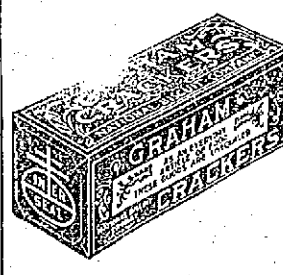
Baronet Biscuit

Round, thin, tender—with a delightful flavor—appropriate for lunch, con, tea and dinner. 10 cents.



GRAHAM CRACKERS

A food for every day. Crisp, tasty and strengthening. Fresh baked and fresh delivered. 10 cents.



Buy biscuit baked by NATIONAL BISCUIT COMPANY Always look for that name

MINISTER AND FAMILY

BADLY HURT IN CARRIAGE ACCIDENT IN DERRY, N. H., YESTERDAY MORNING

DERRY, N. H., March 7.—A runaway horse, drawing a heavy farm wagon, crashed into the carriage in which Rev. Edmund C. Christopher, pastor of the Londonderry Presbyterian church, his wife and their little daughter were driving this morning, and threw them into the road. Mrs. Christopher struck on her head, receiving severe cuts about the head and face, her husband received a broken kneecap and bodily injuries and the little girl was badly cut and bruised about the body. They were taken into the leatherboard factory nearby and a surgeon was summoned. After treatment they were taken to their home.

The horse and wagon are owned by Henry Remington of this town. He had left them standing in the road while he was visiting a nearby house. The horse was badly cut and was treated by a veterinary surgeon.

PRES. WILSON PRAISED

IN CONGRESS FOR RESTORING POLITICAL GOVERNMENT IN THIS COUNTRY

WASHINGTON, March 7.—An old-fashioned partisan debate on one year of democratic rule almost side-tracked consideration of the woman suffrage constitutional amendment in the senate yesterday. Senator Works buried a broadside of criticism at the administration's record, while Senator Simmons, chairman of the finance committee, staunchly defended his party's legislative career. He drew from Senator Simons a counter attack on his legislative record.

Senator Simmons resented particularly the remark that congress had been deprived of its function by executive dictation and caucus rule. "There was a time when congresses defied the will of the people," said Senator Simmons, "but that was when Washington and the special interests controlled them. The greatest achievement of Woodrow Wilson lies in the fact that he has restored representative government in this country; that he has taken the government out of the hands of those special interests and put it in the hands of the people. In the battle, but in the United States senate."

LILLIAN NORDICA IMPROVING

THURSDAY ISLAND, Australasia, March 7.—The condition of health of Lillian Nordica, the America singer, is said by her physicians to be steadily improving, although subject to frequent changes. She hopes to be able to leave here on March 20.

Mrs. Nordica suffered from an attack of pneumonia in December, which was followed by shock and exposure at the time of the grounding of the Gulf of Alaska of the steamer Tassan on which she was traveling.



That that skating party was a big success.

That Jack threw a snowball through a window.

That some small people have big ideas and ideals.

That the girl with the diamond ring has not resigned yet.

That Billy Gloucester is wearing the smile of happiness.

That Murphy's dog must have bitten the owner recently.

That the maxixe is to be succeeded by the narrow-gauge shuffle.

That "Red" was feeling blue at the conclusion of the tango trial.

That Andrew Mowatt is one of the hustling "fishers" of the town.

That the ball in aid of St. John's hospital will be held on April 23.

That even mayors are expected to keep their campaign promises.

That Judge Emergent is in right, all right on the tango case.

That Murphy's goat barks louder than Murphy's dog.

That being superintendent is rather unenviable under some circumstances.

That the tangoists have received an offer to go into vaudeville.

That, if a fellow smiles, some people think he is giving them the ha, ha.

That resignations are coming fast since Curley became mayor of Boston.

That Conductor Tom Flynn is the embodiment of politeness, courtesy and consideration.

That the citizens will believe Mayor Murphy's story about an \$18 tax rate when they see it and not before.

That the mayor will feel better if he never hears what the banqueters said about him.

That a few members of the park commission are in danger of overdoing the "economy" cry.

That the Merrimack river cannot be ignored at present, either in the legislature or in Lowell.

That one of the clerks in Western avenue is studying law in the Hildreth building Wednesday afternoons.

That Officers Clark and Swanwick would have danced more gracefully had they stood back to back.

That Miss Lowell looks charming with the liberal application of her snow-brand talcum powder.

That the tax rate is soaring higher than the reputation of the commissioners for keeping their pledges.

That Lowell men are contemplating attending the Charitable Irish society dinner in Boston March 17.

That the schoolboard can find a suitable room for the Edison school out of our 100,000 population if it wants to.

That everyone will now learn the tango and kindred other new contortions dances for the summer.

That there are very poor hospital facilities at the City hospital in Gilmersford street.

That, anyway, a man couldn't dance the "Texas Tommy" with any superfluous lard.

That the high water caused more damage at Beaver brook than in any other place in the vicinity of Lowell.

That it is the general opinion that there will be a long ballot at the coming town meeting of Billerica.

That it was an interesting sight to see the beginners at the skating rink the other night.

That another industry was brought to Lowell during the past week through the efforts of the board of trade.

That the Matthews of Billerica speak highly of the hospitality of the Y. M. C. I. boys.

That Associate hall will be the scene of a series of lively basketball games in the near future.

That the Concord river has resembled more than a "little stream" during the past few days.

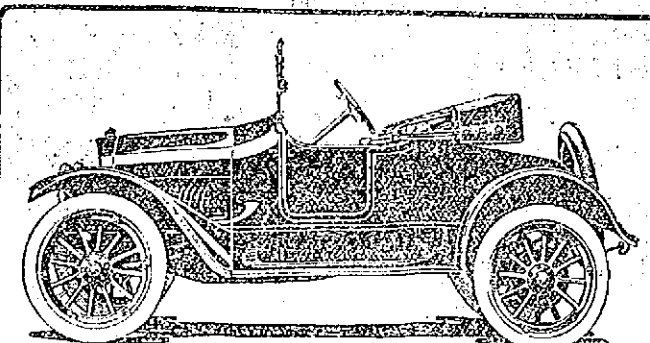
That Jimmy Gray expects to have a team this year that will keep up the good work of its predecessor.

That if barbers came under the civil service rules they ought to land something with their pull.

That the battings will hold a singing contest for members only, at their smoke talk, this evening.

That it's an all-fired poor rule that hangs fire when the time comes to apply it.

That the park commission is in a fair way to go the way of the old common council.



REO True Streamline Body Electric Lights and Starter

\$1210 Delivered

A REO car in Lowell has run 21,000 miles and never had a spark plug out, and no cost for mechanical maintenance. Another REO has been driven 5600 miles and the owner has not used the last of the second gallon of oil. 60 cars, 1910s, 1911s, 1912s and 1913s, cost their owners an aggregate of less than \$300 for mechanical maintenance in 1913, or averaged less than \$5.00 a car.

Meet me at the show and I will convince you why.

George F. White

Tel. 852, 1992-M 33-35 BRANCH STREET

TANGO IN ALBANY

Committee to Investigate New Dances in N. Y. Legislature

ALBANY, March 7.—"Hey! The tango forms on this side. Get back there! No, the speaker won't see you until he sees those ahead of you."

Sounds like these shattered the ordinary parliamentary quiet of the assembly chamber after adjournment last night. The speaker had the appointment of a committee or may have—and such a committee has not gladdened legislative hearts in years.

It is to be provided for in a resolution to be introduced today. What does it do? It is to investigate the tango. And the committee has all next summer to deliberate.

Whereas one of the evils of our times is the cabaret with its attendant razzing songs and lascivious dances, and the sparsely clothed performers and the motley garbed habitués of every sex; and

Whereas the said cabaret is not conducive to the moral uplift of the community or to anything other than a detriment thereto and a tremendous power of evil within; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas all true lovers of music are shocked by the synchronization of the tango with the music of the tango, and the music of the tango is a detriment thereto and a tremendous power of evil within; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the crazily bear and the bunny hue and similar dances are not essential or truly reprehensible or conducive to anything other than pandering to the basest instincts of man and beast; and

WOMEN AND CHILDREN \$18,000 PER FOR SPEAKER VAGRANT LAW FIGHT IN SUBWAY

Conditions Under Which They Labor—Lowell Employers Answer Committee's Queries

The special committee appointed by the house of representatives of last year to investigate the conditions under which women and children labor in the various industries and occupations has reported and, needless to say, the report is a very interesting one.

The committee held hearings in this and other manufacturing cities, and the report includes a story of all the meetings. The new child labor law was the most important of the questions discussed at these meetings and the committee found that it was quite universally unpopular. The committee's remarks in its report that the basis of the arguments was different in different cities. In New Bedford it was contended that the provision of the statute which prohibits the employment of any boy or girl less than sixteen years of age for more than eight hours in any one day necessitated the discharge of large numbers of employees with resultant hardship in many cases. The speakers contended that the new law had taken away from them what they believed to be their vested right to have the assistance of their children.

In Lowell, the committee says, it was argued with equal force that the law had placed an unjustifiable handicap upon those minors whose future must of necessity be worked out in the cotton mills.

In order to get accurate figures as to the number of minors discharged as a result of the law, the committee addressed to every known employer of minors less than sixteen years of age, in chief of the textile centers of the commonwealth, a letter requesting information as to the average number of such minors employed during the twelve months prior to the taking effect of the statute; whether such discharges were brought about because of the inability to adapt the business to an eight-hour schedule for such employees; whether any minors less than sixteen years of age had been employed since the act took effect; whether the employer had knowledge of the present condition of such minors as he had discharged; and requesting that each employer give the committee the benefit of such suggestions as he had to make concerning changes in the law.

The committee received a number of suggestions from employers in the different cities and entered the suggestions in the report by numbers instead of names. The suggestions received from employers in this city were as follows:

Suggestions From Lowell
No. 401. Because the law only allows minors to work eight hours, and as we stop at 12 noon, Saturdays, we are able to employ them only forty-five and one-quarter hours per week.
No. 402. For the benefit of our families, requiring the financial aid of children, we would say that the old law would be preferable.

No. 403. In its present form I do not think the law benefits any one, either the minor or the employer. We can get along without minors, but think it is a great hardship to many families not to permit minors between 11 and 16 to work.

No. 404. Minors less than 16 years of age could work 34 hours per week on a 14-hour day basis, and have a week off every five or six weeks.

No. 405. Repeal the law.

No. 410. School boys at least should be allowed to work in the evening. We believe that boys could work until 10 o'clock without injury. The 10-hour work rule, in one day, is a hardship on the child, and in the long run, the law read 54 hours a week, with no reference to the number of hours in one day, we think it could be worked out to the mutual advantage of clerks as well as employers.

No. 423. I believe if a young boy wants to go to work at a trade, let him.

No. 424. A woman in my neighborhood practically supports a worthless husband and five children by doing odd work. The eldest boy became sick and died last summer. He worked at every labor and helped the family income materially. With this new law in operation the boy, who is past 14, had to give up his position. He refuses to go to school, and can get no other work at shorter hours. Consequently the mother, whose health is failing, has only to work harder to keep the family together.

No. 425. We have been shut down since the new law went into effect, but we could get along on an eight-hour day for the minors under 16 years of age.

No. 429. I feel that there should be some plan for school extension in trade school lines, as it is criminal to allow these minors to walk the streets when they don't want and will not take a high school course. There should also be some way to compensate widows who need the aid of the minors for a part of wages lost.

No. 440. We think the law a very poor one.

No. 441. Stop making any new laws until the present ones are fully assimilated.

No. 444. I am in favor of repealing the law.

No. 447. I have employed one minor out of sympathy for the family. I do not believe in the eight-hour law.

No. 453. The law is O. K. Let it stand as it is.

No. 457. We believe the new law should be repealed and go back to the old law, which is a great deal better and much fairer for all concerned.

No. 464. Repeal acts of 1913, chapter 758 and 821.

No. 465. Repeal the law by all means for the good of the youngsters.

No. 466. Repeal that part of the law which limits the time to eight hours in any one day, but limit the hours from 6 a. m. to 6 p. m. The effect of the law has been to deprive minors who are willing to work of the opportunity to do so. The labor upon which minors are generally employed is not of such a character as to bring undue strain upon them, and their liberation from employment at 4 p. m. turns them into the streets where they have opportunity to form habits detrimental both to physical and moral development.

No. 469. It seems to us that the wisdom of the new law going into effect was more of a hardship than the law itself.

No. 474. We believe that a 54-hour law, with the minors going to school

in the morning and working in the mill in the afternoon, or vice versa, is the best solution of this problem. This is the system which has been in operation for many years in England, and we are very much inclined to favor it, partly because nearly all of the men holding responsible positions in our mill today are Englishmen, who are familiar with working conditions both here and in England, and they speak very highly of the half-time system.

No. 493. We are a retail concern employing about 160 people, and as we are open 16 or 17 hours a day, we have to employ more help under the new law. During rush seasons the law will probably not be lived up to in all instances. I think, on the whole, it is a good law.

No. 500. The old law was best for all.

No. 510. I think it is a hazardous law, as it makes common prostitutes out of a lot of young girls, and crap shooters and pool-room huns out of young boys.

No. 511. Give the boy a chance to earn his living.

No. 517. We believe the law to be all right, although in individual cases hardship may result to persons in need of employment. A system of permits properly safeguarded might operate favorably.

No. 527. We decided that labor conditions were such in Lowell that we could not compete with southern mills, so we did not start our plant in Lowell, but moved all the machinery south. Labor laws in New England are making it hard for manufacturers. There should be a national law.

The committee addressed 141 employers in this city; 57 replied; average number employed during the year previous to Sept. 1, 1913: number discharged, 745 or 54.39 per cent. 23 employers reported that while they had discharged none of the minors working previous to Sept. 1, they have hired no employees less than 16 years of age since that date.

After having heard from hundreds of employers, the committee recommended that the child labor law be given a further trial of at least 12 months without change. In that time all concerned will have an opportunity to judge fully and fairly as to whether its benefits outweigh its hardships, or vice versa.

Achilles Heel of Lowell
Rep. Henry Achille, Jr. of Lowell is a member of the committee and he and one other member, Rep. Lawrence S. Perry of New Bedford, brought in the following minority report:

No. 423. The undersigned agree to all recommendations of the committee, with the exception of the last, relative to the so-called child labor law, which restricts the opportunities of children between the ages of 14 and 16 years to secure employment.

NEW BOSTON HOSPITAL

PLANS MADE FOR NOVEL INSTITUTION IN DOUGHESTER TO CARE FOR CONVALESCENTS

BOSTON, March 7.—Plans for the construction in Dorchester of a large convalescent hospital for persons who have been treated at the City Hospital were unfolded by Mayor Cutler yesterday.

The mayor plans to use 12 acres of land which the city owns in Ashmont for this purpose. He will build the hospital, he said, with 500,000 which the city will get in about two years as the result of a bequest made to it for hospital purposes.

This use of the bequest in question was determined upon by the mayor yesterday, when he learned that the contagious disease department of the City Hospital is now jammed to overflowing and that the city officials are compelled to seek hospital room elsewhere for persons suffering from infectious diseases.

Yesterday the mayor had a conference with the convalescent hospital trustees, who, he said, requested that the city continue to pursue its policy of being liberal in connection with the battle being fought against the "white plague." The mayor told the board that he would gladly co-operate with it as far as the city's finances will permit.

EX-PRES. TAFT

Raps Judges and Attorneys for Delay in the Courts

BOSTON, March 7.—Former President William Howard Taft hurled shot into both bench and bar in his sixth and most sensational lecture at the Boston University law school yesterday afternoon.

He made a plea for disbarment of lawyers, regardless of their profession, and then charged judges daily with being chiefly responsible for "the law's delay."

His denunciation of certain methods of lawyers and the knife-like remarks he proposed constituted one of the most revolutionary attacks on the bar as run at present ever heard in this state.

"One trouble," he said, "is that disbarment proceedings are only conducted against men who are down and out. It is too hard to bring suit against successful members of the bar."

"However disagreeable and unattractive they may be disbarment proceedings may do much good to the profession and to society at large. They teach lawyers to see things as they should be and often do away with malpractice. The trouble with our bar is that disbarment proceedings are very unlikely to happen."

YOUNG MOTHER FREED

ON CHARGE OF KILLING BABY—MAN SHE ACCUSED IS ALSO ACQUITTED

BOSTON, March 7.—Declaring that he did not believe the stories of 15-year-old Mary T. Reynolds, who, charged with the murder of her new-born baby, accused Carl D. Robertson of criminally assaulting her, Judge Boston in the Chelsea police court yesterday found the latter not guilty. He then discharged the girl and advised the police to bring another charge against her, that she might be cared for in an institution.

In his decision regarding the suffocation of the baby, March 7, in this court, Judge Boston committed declared that there was no evidence to show it was by act or omission of the girl left alone to succumb to her father.

Tenor Has Evers Case
"The question of the details of the transfer of Evers from the Chicago to the Boston club has been left entirely in my hands to work out. I do not expect to reach a final decision in the matter for a week or ten days. As the matter stands now, Evers, Sweeney and Perdue are all the property of the Boston club, but an equitable and satisfactory arrangement will be made for the adjustment of the final transfer of property rights."

James E. Gaffney, president of the Boston club, confirmed Mr. Tenor's statement relative to the present status of the three players in question, but in addition said that, so far as the Boston club was concerned, the details of the transfer had been completed and

were most satisfactory to the officers and stockholders of the organization.

Charles P. Taft, the owner of the majority stock of the Chicago club was present at the meeting but would not say what had been accomplished toward the sale of the stock. President Tenor said that no arrangements had been made for the sale of the club, but intimated that Mr. Taft was considering several offers. He said:

"Mr. Taft has named a price at which his controlling stock can be purchased. It is a large figure and he has stipulated that the minority stockholders have the option of disposing of their shares at the same figure at the time of such sale. Until a sale is effected Mr. Taft will remain in control of the club. That is all I can say at this time. I will add, however, that it is the desire of the league as a whole that should the Chicago club be sold, it be purchased by a Chicagoan or a Chicago syndicate."

Club on the Market
It was persistently rumored during the day that the Chicago club would be purchased by John T. Connelly, a wealthy coal operator of Chicago who came east with the name of Chicago fans to welcome the returning White Sox and Giants. Late last night Mr. Connelly denied emphatically that he intended to buy a controlling interest in the club, either for himself or for a Chicago syndicate.

Probably the most disappointed magnate outside of the Federal league was President Charles H. Ebbetts of the Brooklyn club. He made the early trip to guarantee in order to sign Dick Egan as shortstop for the Superbas. After a conference with Egan aboard the ship, he offered two forms of contract to Egan to fill in his own salary figures. Egan stated that he was satisfied with the proposition offered and Ebbetts announced that he had signed. Later Egan was seen in conference with the Federal league promoters and denied that he had signed with Brooklyn. He admitted, however, that he was still carrying Ebbetts' contracts and might sign one of them unless the Federals could show him better inducements. All the club owners together with major and minor league officials will remain in this city for the banquet to be tendered the Giants-White Sox world touring party this evening.



Leaders of the World Trotting Players, Who Returned Home Yesterday

Red Sox Star Signs Two Year Contract With Boston—Organized Baseball Put it Over Feds

NEW YORK, March 7.—Organized baseball scored heavily here yesterday in the struggle with the Federal league for the services of the players who completed their round-the-world tour early yesterday. The Boston Americans signed Tris Speaker for two years; the Detroit Americans closed a contract with Sam Crawford and the St. Louis Americans kept Pitcher Leverenz in line with a considerable raise in salary.

Although the Federal league magnates were in conference with all these players they were unable to secure their services and the best they could do with Mike Doohan of the Philadelphia Nationals and Dick Egan of Brooklyn was to obtain a promise to consider the propositions made by the new organization. "Steve" Evans and Lee Magee of the St. Louis Nationals were also reported to be comparing the offers of the two forces.

It was a day of propositions, counter-propositions, conferences and contract flashing, but at midnight organized baseball was still holding the lead which it gained when several of the National and American league magnates boarded the steamer Lusitania far down the bay, while the Federal leaguers were forced to wait for several hours at the pier before they could communicate with the returning players. Their conclusion, if it might be so termed, was the knowledge that they had forced the magnates of the two major leagues to pay extremely high salaries to those players who signed.

Speaker Gets Record Salary
The climax of the day came when President Joseph J. Lammie of the Boston Americans League club announced that he had secured the signature of Outfielder Tris Speaker to a two-year contract at a salary "larger than any heretofore paid a player" in the ranks. In addition, he stated, he had given Speaker a neat bonus for signing. While he would not say what the amount of the salary was, it was reported in baseball circles last night that it was to be \$18,000 per year. President Frank J. Navin of the Detroit Americans did not have to bid so high for Sam Crawford's services, nor the St. Louis Browns for Pitcher Leverenz, but in each case there was a considerable increase in the figures of the 1914 contracts over those of last season. All these players had listened to the Federal league offers before closing with their former clubs. Doohan and Egan also had National league contracts in their pockets and, while they had not signed, Presidents Baker and Ebbetts of the Philadelphia and Brooklyn clubs, respectively, stated emphatically that the players had promised to lay the Federal offers before them for comparison and open bidding today. The National league as a whole was not so successful in settling up the Chicago-Boston deal for the services of Johnny Evers or in finding a new owner of the Chicago club. After two lengthy sessions the board of directors announced that the final settlement of the Evers trade had been left to President John K. Tener. The National league executive, in a statement, said:

"The question of the details of the transfer of Evers from the Chicago to the Boston club has been left entirely in my hands to work out. I do not expect to reach a final decision in the matter for a week or ten days. As the matter stands now, Evers, Sweeney and Perdue are all the property of the Boston club, but an equitable and satisfactory arrangement will be made for the adjustment of the final transfer of property rights."

James E. Gaffney, president of the Boston club, confirmed Mr. Tenor's statement relative to the present status of the three players in question, but in addition said that, so far as the Boston club was concerned, the details of the transfer had been completed and

were most satisfactory to the officers and stockholders of the organization.

Charles P. Taft, the owner of the majority stock of the Chicago club was present at the meeting but would not say what had been accomplished toward the sale of the stock. President Tenor said that no arrangements had been made for the sale of the club, but intimated that Mr. Taft was considering several offers. He said:

"Mr. Taft has named a price at which his controlling stock can be purchased. It is a large figure and he has stipulated that the minority stockholders have the option of disposing of their shares at the same figure at the time of such sale. Until a sale is effected Mr. Taft will remain in control of the club. That is all I can say at this time. I will add, however, that it is the desire of the league as a whole that should the Chicago club be sold, it be purchased by a Chicagoan or a Chicago syndicate."

Club on the Market
It was persistently rumored during the day that the Chicago club would be purchased by John T. Connelly, a wealthy coal operator of Chicago who came east with the name of Chicago fans to welcome the returning White Sox and Giants. Late last night Mr. Connelly denied emphatically that he intended to buy a controlling interest in the club, either for himself or for a Chicago syndicate.

Probably the most disappointed magnate outside of the Federal league was President Charles H. Ebbetts of the Brooklyn club. He made the early trip to guarantee in order to sign Dick Egan as shortstop for the Superbas. After a conference with Egan aboard the ship, he offered two forms of contract to Egan to fill in his own salary figures. Egan stated that he was satisfied with the proposition offered and Ebbetts announced that he had signed. Later Egan was seen in conference with the Federal league promoters and denied that he had signed with Brooklyn. He admitted, however, that he was still carrying Ebbetts' contracts and might sign one of them unless the Federals could show him better inducements. All the club owners together with major and minor league officials will remain in this city for the banquet to be tendered the Giants-White Sox world touring party this evening.

Although the Federal league magnates were in conference with all these players they were unable to secure their services and the best they could do with Mike Doohan of the Philadelphia Nationals and Dick Egan of Brooklyn was to obtain a promise to consider the propositions made by the new organization. "Steve" Evans and Lee Magee of the St. Louis Nationals were also reported to be comparing the offers of the two forces.

It was a day of propositions, counter-propositions, conferences and contract flashing, but at midnight organized baseball was still holding the lead which it gained when several of the National and American league magnates boarded the steamer Lusitania far down the bay, while the Federal leaguers were forced to wait for several hours at the pier before they could communicate with the returning players. Their conclusion, if it might be so termed, was the knowledge that they had forced the magnates of the two major leagues to pay extremely high salaries to those players who signed.

Speaker Gets Record Salary
The climax of the day came when President Joseph J. Lammie of the Boston Americans League club announced that he had secured the signature of Outfielder Tris Speaker to a two-year contract at a salary "larger than any heretofore paid a player" in the ranks. In addition, he stated, he had given Speaker a neat bonus for signing. While he would not say what the amount of the salary was, it was reported in baseball circles last night that it was to be \$18,000 per year. President Frank J. Navin of the Detroit Americans did not have to bid so high for Sam Crawford's services, nor the St. Louis Browns for Pitcher Leverenz, but in each case there was a considerable increase in the figures of the 1914 contracts over those of last season. All these players had listened to the Federal league offers before closing with their former clubs. Doohan and Egan also had National league contracts in their pockets and, while they had not signed, Presidents Baker and Ebbetts of the Philadelphia and Brooklyn clubs, respectively, stated emphatically that the players had promised to lay the Federal offers before them for comparison and open bidding today. The National league as a whole was not so successful in settling up the Chicago-Boston deal for the services of Johnny Evers or in finding a new owner of the Chicago club. After two lengthy sessions the board of directors announced that the final settlement of the Evers trade had been left to President John K. Tener. The National league executive, in a statement, said:

"The question of the details of the transfer of Evers from the Chicago to the Boston club has been left entirely in my hands to work out. I do not expect to reach a final decision in the matter for a week or ten days. As the matter stands now, Evers, Sweeney and Perdue are all the property of the Boston club, but an equitable and satisfactory arrangement will be made for the adjustment of the final transfer of property rights."

James E. Gaffney, president of the Boston club, confirmed Mr. Tenor's statement relative to the present status of the three players in question, but in addition said that, so far as the Boston club was concerned, the details of the transfer had been completed and

were most satisfactory to the officers and stockholders of the organization.

Charles P. Taft, the owner of the majority stock of the Chicago club was present at the meeting but would not say what had been accomplished toward the sale of the stock. President Tenor said that no arrangements had been made for the sale of the club, but intimated that Mr. Taft was considering several offers. He said:

"Mr. Taft has named a price at which his controlling stock can be purchased. It is a large figure and he has stipulated that the minority stockholders have the option of disposing of their shares at the same figure at the time of such sale. Until a sale is effected Mr. Taft will remain in control of the club. That is all I can say at this time. I will add, however, that it is the desire of the league as a whole that should the Chicago club be sold, it be purchased by a Chicagoan or a Chicago syndicate."

Club on the Market
It was persistently rumored during the day that the Chicago club would be purchased by John T. Connelly, a wealthy coal operator of Chicago who came east with the name of Chicago fans to welcome the returning White Sox and Giants. Late last night Mr. Connelly denied emphatically that he intended to buy a controlling interest in the club, either for himself or for a Chicago syndicate.

Probably the most disappointed magnate outside of the Federal league was President Charles H. Ebbetts of the Brooklyn club. He made the early trip to guarantee in order to sign Dick Egan as shortstop for the Superbas. After a conference with Egan aboard the ship, he offered two forms of contract to Egan to fill in his own salary figures. Egan stated that he was satisfied with the proposition offered and Ebbetts announced that he had signed. Later Egan was seen in conference with the Federal league promoters and denied that he had signed with Brooklyn. He admitted, however, that he was still carrying Ebbetts' contracts and might sign one of them unless the Federals could show him better inducements. All the club owners together with major and minor league officials will remain in this city for the banquet to be tendered the Giants-White Sox world touring party this evening.

Although the Federal league magnates were in conference with all these players they were unable to secure their services and the best they could do with Mike Doohan of the Philadelphia Nationals and Dick Egan of Brooklyn was to obtain a promise to consider the propositions made by the new organization. "Steve" Evans and Lee Magee of the St. Louis Nationals were also reported to be comparing the offers of the two forces.

It was a day of propositions, counter-propositions, conferences and contract flashing, but at midnight organized baseball was still holding the lead which it gained when several of the National and American league magnates boarded the steamer Lusitania far down the bay, while the Federal leaguers were forced to wait for several hours at the pier before they could communicate with the returning players. Their conclusion, if it might be so termed, was the knowledge that they had forced the magnates of the two major leagues to pay extremely high salaries to those players who signed.

Speaker Gets Record Salary
The climax of the day came when President Joseph J. Lammie of the Boston Americans League club announced that he had secured the signature of Outfielder Tris Speaker to a two-year contract at a salary "larger than any heretofore paid a player" in the ranks. In addition, he stated, he had given Speaker a neat bonus for signing. While he would not say what the amount of the salary was, it was reported in baseball circles last night that it was to be \$18,000 per year. President Frank J. Navin of the Detroit Americans did not have to bid so high for Sam Crawford's services, nor the St. Louis Browns for Pitcher Leverenz, but in each case there was a considerable increase in the figures of the 1914 contracts over those of last season. All these players had listened to the Federal league offers before closing with their former clubs. Doohan and Egan also had National league contracts in their pockets and, while they had not signed, Presidents Baker and Ebbetts of the Philadelphia and Brooklyn clubs, respectively, stated emphatically that the players had promised to lay the Federal offers before them for comparison and open bidding today. The National league as a whole was not so successful in settling up the Chicago-Boston deal for the services of Johnny Evers or in finding a new owner of the Chicago club. After two lengthy sessions the board of directors announced that the final settlement of the Evers trade had been left to President John K. Tener. The National league executive, in a statement, said:

"The question of the details of the transfer of Evers from the Chicago to the Boston club has been left entirely in my hands to work out. I do not expect to reach a final decision in the matter for a week or ten days. As the matter stands now, Evers, Sweeney and Perdue are all the property of the Boston club, but an equitable and satisfactory arrangement will be made for the adjustment of the final transfer of property rights."

James E. Gaffney, president of the Boston club, confirmed Mr. Tenor's statement relative to the present status of the three players in question, but in addition said that, so far as the Boston club was concerned, the details of the transfer had been completed and

were most satisfactory to the officers and stockholders of the organization.

Charles P. Taft, the owner of the majority stock of the Chicago club was present at the meeting but would not say what had been accomplished toward the sale of the stock. President Tenor said that no arrangements had been made for the sale of the club, but intimated that Mr. Taft was considering several offers. He said:

Scored by Pres. Fiske of Boston Provident Association Leads to Fight and Injury to Many

BOSTON, March 7.—Vice Pres. Redington Fiske of the Boston Provident Association issued a statement last evening in behalf of that organization protesting against the passage of senate bill 294, which as amended and passed by the house relates to the treatment of vagrancy in this commonwealth.

The original petition of Hugh O'Rourke asked for a law providing that certain persons shall not be treated as vagrants in the city of Worcester. The bill goes to the senate in its amended form, with the words, "city of Worcester" stricken out.

It reads as follows: "Persons seeking a night's lodging in any city of the commonwealth and against whom there is no other charge than that of vagrancy, shall not be treated as vagrants and shall not be arraigned in court unless, after examination by a probation officer, there is found to be some offense of which the person is guilty."

Regarding the proposed legislation, Mr. Fiske says: "With reference to senate bill No. 294, which will be new before that body for consideration, we believe that many members of the legislature may misinterpret the true results which will follow the passage of such a measure. The law of 1905 has made careful provision for the care of vagrants throughout our state and has said that they shall be cared for, if at all, in a proper way; that is in a place where they may have some labor to perform in return for food and lodging, and where proper accommodations are afforded, which shall be satisfactory to the state board of health."

TANGO AT MERRIMACK SQUARE
Late yesterday afternoon Manager Carroll of the Merrimack Square theatre engaged Miss Anselma Marotto, the tangoist, to appear at next week's performances with a male partner from New York, who is an expert in all the latest dances. She will give a demonstration of the tango, just as she is doing it at the time of her arrest. Her sensational trial and acquittal is fresh in the memory of all, and record-breaking houses are expected.

Miss Marotto will be an added attraction for next week and the regular bill of excellent features, an account of which appears elsewhere, will be given.

Miss Marotto will make her appearance in a beautiful dress designed especially for this purpose, while her partner will appear in evening dress. The musical accompaniment is being arranged with regard to the raggy syncopation which is absolutely necessary in doing the proper steps at the proper moment. On the coming Tuesday and Friday afternoons special performances will be given, and after their free lessons to all who desire to learn.

Glynn Sends Message
ALBANY, N. Y., March 7.—Governor Glynn, in a special message yesterday asked the legislature to enact a measure he has prepared for the aid of the unemployed. The project is for the creation of a new bureau of employment in the state department of labor. The scheme, contemplated by the establishment of public employment bureaus at various points, the supreme director to be chosen in a civil service examination.

An advisory committee composed of prominent employers and representatives of labor would be appointed by the labor commissioner for each office. It is specified that no applicant for work shall be deprived of the bureau's assistance because of his refusal to work in an establishment where a strike is in progress. There would be separate departments for men, women and children.

"While I do not believe the present situation is so serious as some would have us believe," said the governor, "I

An Arrest in New York Leads to Fight and Injury to Many

NEW YORK, March 7.—Mrs. M. S. Stone, wife of the state superintendent of education of Vermont, was the center of the liveliest kind of a fight between pickpockets and detectives in the Subway last evening. When she was entering a local train in the 33d street station at 6.30 p. m. a man slipped his hand into her handbag. She knew nothing about it until the fight began.

Detective John Finn, whose camera eye holds the record of every Subway pickpocket of note, had been watching the man, whom he said he knew. When he saw him open Mrs. Stone's handbag, Finn crowded into the car with her and the pickpocket just as the side door closed and the train started.

Before the man could get his hand out of the bag Finn had his "suppers" on the wrist and was saying: "Drop it, drop it."

With his free hand the prisoner struck Finn a vicious blow in the face. That started the fight in which the two men howled over passengers, each struggling to get on top of the other. When the train reached the Grand Central station, with its whistle sounding an alarm, the police were restoring order in the car. With his prisoner still manacled, Detective Finn led him out to the platform and sent him to police headquarters. His friends pretended to be outraged passengers and escaped.

GLYNN SENDS MESSAGE
TO LEGISLATURE IN AID OF THE UNEMPLOYED OF NEW YORK STATE

ALBANY, N. Y., March 7.—Governor Glynn, in a special message yesterday asked the legislature to enact a measure he has prepared for the aid of the unemployed. The project is for the creation of a new bureau of employment in the state department of labor. The scheme, contemplated by the establishment of public employment bureaus at various points, the supreme director to be chosen in a civil service examination.

An advisory committee composed of prominent employers and representatives of labor would be appointed by the labor commissioner for each office. It is specified that no applicant for work shall be deprived of the bureau's assistance because of his refusal to work in an establishment where a strike is in progress. There would be separate departments for men, women and children.

"While I do not believe the present situation is so serious as some would have us believe," said the governor, "I

am persuaded it is serious enough to demand our consideration. Whatever the state as a state can do to provide work for the unemployed it is morally bound to do.

"The greater situation is not new. Unemployment is an evil which is always present in a greater or less degree in our industrial system. While there is no work to be done the state can rarely create work. But there are many times when, although there is work to be done and men anxious to work, the employer and the man who wants work cannot get in touch with each other.

"This latter situation the state can remedy. New York must deal with an ancient problem in a modern way."

TO PROTECT FOREIGNERS
AMBASSADOR JUSSERAND OF FRANCE SAYS INTERVENTION IN MEXICO IS INEVITABLE

WASHINGTON, March 7.—Ambassador Jusserand of France is stated in official circles to have made strong representations to the state department that foreign lives and property

in Mexico should be protected by the United States. Ambassador Jusserand is one of the most learned men in the diplomatic corps and is said to believe that intervention in Mexico is inevitable.

If you want help at home or in your business, try The Sun "Want" column.

5 ALARMS KEPT FIREMEN BUSY

Three Alarms in Quick Succession Tested the Speed of Firemen and Were Well Taken Care of by Apparatus

The fire department responded to five alarms last night and early this morning three of which came between 12.32 and 12.41 o'clock bringing many people from their beds with the impression that a serious conflagration was in progress. Box 219 at the corner of Thorndike and Middlesex streets sounded at 12.32 o'clock. Five minutes later an alarm from box 512, at the corner of Marginal and Stevens street was rung in and this was closely followed by a signal from box 514, at the corner of Gorham and Union streets. The other fire occurred early in the evening, one at 7 o'clock and the other shortly before 10.

Middlesex Street Fire
A brisk blaze in a brick building owned by Abraham Smith and located at 484 Middlesex street necessitated the alarm from box 219 at 12.32 o'clock. The fire started near the boiler in the basement of the building and when discovered had spread to the clothing store owned by Mr. Smith on the first story and threatened to destroy the entire building.

The firemen arrived at the scene of the fire in quick time and despite the fact that there were two other fires in progress at the time, the men worked diligently and the whole building would undoubtedly have been ruined but for their efficient work. For several hours the firemen fought the flames which were between the partitions in the rear of the structure and kept spreading to the stores adjoining. Among those who occupied stores that were damaged by fire and water are: A. Smith, J. R. Collet, Jewell Co. and A. H. Lamaitre & Co.

The exact loss could not be ascertained by the owners today but the damage to the building was considerable.

Fred C. Church carried the insurance on the building and on the contents of the stores of Abraham Smith and A. H. Lamaitre & Co.

Canton Street
A fire in a dwelling house at 24 Canton street drove the occupants from their homes and threatened the life of an invalid woman, who was carried from the burning building by Jack Healey, who on discovering the fire ran to the house and helped to arouse the members of the family. The fire originated from an overheated chimney, it is believed, and when the alarm was telephoned and later sounded from box 512, the top of the house was a mass of flames. However, the handicapped

fire department was again efficient and after an hour's work extinguished the blaze although considerable damage was done to the inside of the building by water. The loss on the house will probably be in the vicinity of \$10,000, while the furniture in the upper story was also damaged. The dwelling was occupied by the families of William Etzel and Arthur Redmond. The Redmond family was completely burned out and lost everything. They are now with relatives at 67 Fifth street.

Water Street
Police Officers McCarthy and Connors, after discovering a blaze in an Armenian bakery at 14 Water street after 12.41 o'clock this morning rushed through the building and many were forced to flee clad only in what clothes were within their reach. However, the fire did not spread and but little damage was done. The building is owned by K. N. Gorgodan and occupied by Sarkis Soggoian.

Family's Narrow Escape
Only the intervention of Providence saved the family of Mr. W. T. Davidson of 67 Varney street, from falling victims to a fire which destroyed their home at 67 Varney street last evening.

Starting in an attic immediately over the sitting room in which several members of the family were congregated, the flames had gained a firm hold on the walls and ceiling before being discovered by the youngest member of the family, a lad of seven, who was sleeping in a yard at the rear. His cries attracted the attention of the occupants, who rushed from the room as the ceiling gave way with a crash, falling on the room where they had been sitting a moment before.

A telephone call brought the firemen to the scene with all despatch. Their strenuous efforts resulted in saving the downstairs portion of the building, which is occupied by Mr. Benjamin R. Williams.

The fire in the upper portion had gained such a hold that to save even a portion of the furniture was impossible, and the whole of the property became a total loss.

The occupants state that the loss is fully covered by insurance.

Another Small Fire
A telephone alarm at a few minutes after 12 o'clock last night called the fire department to the rear of 10 Fifth street to extinguish a blaze in an ash chute. No damage was done.

LOSS IS \$40,000 ON R. R. MANIPULATION

Three Fires Within an Hour at Springfield Last Night

SPRINGFIELD, March 7.—Three fires, causing a total loss of \$40,000, broke out within an hour last evening. The first fire was in a large apartment block at the corner of North Main and Waverly streets and caused a loss of about \$7,000. Just as the firemen were leaving the fire, an alarm was sounded for a fire in a three-family house on Allendale street, which caused a loss of several thousand dollars. This was followed by an alarm for a fire in the Goldthwaite block on Bridge street. It was a stubborn blaze and resulted in a loss of approximately \$30,000 to the owners and occupants. The Puget Furniture company and P. S. Carr's installment house, occupants of the ground floor of the block, suffered a total loss of stock. The Springfield Socialist club which had headquarters in the building, suffered a slight loss.

Members of the club who were in the building at the time, escaped by jumping from the second story to an awning suspended over the sidewalk.

DISABLED LOBSTERMAN
PEMEQUID, Me., March 7.—The revenue cutter Woodbury, bound from Newswell to break out the ice in Fox Island thoroughfare, picked up a disabled lobsterman off Heron Island today and towed her into New Harbor. The ice in the thoroughfare has been very heavy during the past few weeks and westbound schooners from Stonington have been obliged to stop down the East Passabets while the M. D. coast steamers have been using Eggenoggin reach.

FOR FLEET OFF MEXICO
WASHINGTON, March 7.—The battleship Delaware is now enroute from Vera Cruz to Hampton Roads for her spotting practice. Her place with the fleet off the Mexican coast will be taken by another vessel of smaller draft.

MARTIN WAS RE-ELECTED
BOSTON, March 7.—John J. Martin was re-elected president of the Massachusetts Real Estate Exchange by the unanimous vote of the board of directors at the first meeting this year of the board last night at Young's hotel. A vote of thanks was extended to Mr. Martin for his services during the past term.

SHOT HER HOUSEKEEPER

WORCESTER WOMAN BELIEVED TO BE DERANGED WOUNDED WOMAN ON DANGEROUS LIST

WORCESTER, March 7.—Mrs. Elizabeth J. Powers, 57 years old wife of Lorenzo J. Powers of 205 Chandler street, shot and dangerously wounded Miss Agnes E. Sisson, 53 years old housekeeper in the Powers home, during a fit of insanity yesterday. The frenzied woman exclaimed as she fired: "You have killed me and now I am going to kill you."

Mrs. Powers was hurried to the City hospital, where the surgeons failed to find the bullet and hold out little hope of her recovery.

Mrs. Powers was arrested in a few minutes after the shooting and taken to the City hospital for observation on her mental condition. The police were unable to find the revolver, until Mrs. Powers told them she had removed a chimney cap in her bedroom and thrown the weapon down the hole. The revolver was found later at the bottom of the chimney.

Hotel Turpin
17 Powell St., at Market
SAN FRANCISCO, CAL.
In the heart of the city. Autobus meets trains and steamers.
F. L. and A. W. Turpin, Proprietors

STEAMER STRUCK LEDGE

Domingo De Larrinaga Backed Onto Whaleback Ledge at Entrance to Salem Bay

SALEM, March 7.—The British steamer Domingo De Larrinaga in avoiding Baker Island which she had approached dangerously during a thick snow storm backed onto whaleback ledge at the entrance to Salem Bay early today. She floated at high tide several hours later after having lost her rudder post and punctured several stern plates.

The steamer was bound from Montevideo for Boston with a cargo of hides. She had rounded Cape Cod and was feeling her way into Massachusetts bay when her officers suddenly discovered Baker Island lights dead ahead. The wheel was put down and the steamer sent full speed astern. In backing, the Larrinaga's stern reached up on Whaleback ledge, which lies between Baker Island and House Island. The tide was going down at the time and the

ledge held the stern of the steamer until nearly high water. When she floated it was found that all her steering gear had been carried away and that she was leaking around the stern plates. Third Officer Jenney was sent ashore at Beverly Farms and wired to Boston for tugs and a revenue cutter.

With considerable sea breaking over the ledge and some wind from the eastward, these aboard the Larrinaga spent several anxious hours. The weather moderated this morning and the sea went down.

The Larrinaga was commanded by Captain J. E. Jones and left Montevideo on Feb. 1.

Several tugs from Boston and the revenue cutter Grisham reached the anchor had been weighed two tugs started with her for Boston. A third tug had a line from the stern in order to steer the steamer. The weather was clear and the sea smooth.

ON RELIGIOUS EDUCATION

New Haven Conference—Speakers Say Salaries of College Professors Are Too Small

NEW HAVEN, March 7.—A business meeting for the election of officers preceded the conference sessions of the Religious Education association of this, the closing day. The topic taken up by a number of speakers was the college in relation to citizenship and social character. Prof. John J. Stevenson of New York university, touching upon the economic condition of college professors, said that salaries paid to college teachers are actually small and that advance through the several grades to full professor is too slow. He thought there was much force in the suggestion made that the work of colleges and universities should be differentiated sharply; that colleges without proper resources and equipment should be converted into academic or secondary schools; that a higher standard should be set for teachers; that the salary of a full professor at 35 should compare favorably with that of a lawyer or physician of equal ability at the same age, and that the college faculty should have its own representative on the board of trustees.

Rev. Anson Phelps Stokes, secretary of Yale, in a discussion of divinity schools, advocated a reduction of their number. He said there were too many schools of religion. Too many of them are hopelessly sectarian, only ten out of 182 enumerated in the census being classed as non-sectarian.

What he termed a "university school of religion" should replace the old-time denominational seminaries of theology. He thought such universities might well be located at Cambridge, New Haven, Oberlin, Chicago and Berkeley.

He said that the state had granted every request to the railroads and questioned whether there was a single statute that was hostile to them. "Massachusetts is willing to forget the past. All we want to know is where the blame has been so that we can fix the blame in the future," he added.

"The personnel of the proposed board of trustees for the Boston & Maine interests Massachusetts because this state wants to take a hand in the reorganization of that road. The best way to obtain public confidence is to name, not the representatives of banking or railroad interests or men agreeable to the politicians, but men who have secured the confidence of the people."

"Sooner or later you railroad men are coming to the state officials to ask for rate increases. How will a public, sore and disheartened, hear your pleas? Tell this public that you are through influencing legislatures and dictating to the press. You need with honest audit and clean hands, the public of Massachusetts will cooperate with you for the success of your railroads."

WALSH ON RAILROADS

Governor Says Responsibility for Conditions of N. E. Roads Due to Directors' Mismanagement

BOSTON, March 7.—"Responsibility for the condition into which the New England railroads have fallen rests squarely on mismanagement by directors of those roads in the past," Gov. David I. Walsh said last night to an audience of railroad officials at the annual banquet of the Traffic club of New England.

Former President Taft, discussing the railroad situation in general, agreed that the fault for their present condition lay with the railroads, adding: "But that is no reason why we should break them down. The worst policy we can adopt is to try to get even with them. We have got to give the railroads justice in our own interest, even if they don't deserve it."

Governor Walsh said the federal government, the New York, New Haven & Hartford and the Boston & Maine railroads have taken the position of acknowledging, for expediency or for some other reason, that there have been violations of the law. If these two great railroads of New England had obeyed the law, why did they take this course? The law had been broken.

Is the state responsible?
He said that the state had granted every request to the railroads and questioned whether there was a single statute that was hostile to them. "Massachusetts is willing to forget the past. All we want to know is where the blame has been so that we can fix the blame in the future," he added.

"The personnel of the proposed board of trustees for the Boston & Maine interests Massachusetts because this state wants to take a hand in the reorganization of that road. The best way to obtain public confidence is to name, not the representatives of banking or railroad interests or men agreeable to the politicians, but men who have secured the confidence of the people."

"Sooner or later you railroad men are coming to the state officials to ask for rate increases. How will a public, sore and disheartened, hear your pleas? Tell this public that you are through influencing legislatures and dictating to the press. You need with honest audit and clean hands, the public of Massachusetts will cooperate with you for the success of your railroads."

"TEDDY" IS GRANDPA

NEW YORK, March 7.—A son was born today to Mrs. Richard Derby, who was Ethel Roosevelt, daughter of Theodore Roosevelt. The attending physician announced that both mother and child were doing well in the Derby home in Park avenue, this city. The youngster weighed seven and a half pounds.

MAY NOT GET FORTUNE

SOMERVILLE, March 7.—Winthrop Clifton, a laborer of Berkeley, Cal., who was hurled in a haystack received word that he had inherited a fortune of \$250,000 through the death of his mother, Mrs. Mary Vincent, in this city, is likely to be disappointed. In the opinion of acquaintances of Mrs. Vincent, she died of a heart attack. According to people conversant with her affairs, she had always lived as a woman in very moderate circumstances.

She carried life insurance to the amount of \$250.

DIED SUDDENLY BANQUET TO BALL PLAYERS

Mrs. Lucile Corcoran Passed Away in Room on John Street World Tourists to be Guests of Honor at Tonight's Festivities—Go South Next Week

Mrs. Lucile Corcoran, a young woman who roomed at 53 John street, died very suddenly last night shortly after midnight, though she had worked as usual during the day at a boarding house, 71 French street, and had gone to the theatre last evening apparently in her usual health and spirits.

After coming from the theatre she went to her room and retired for the night, but some women in an adjoining room hearing moans of distress went to room 11 and found her in an unconscious condition. Her mother, Madame Corcoran, who resided at 84 Merrimack street, was called, but when she arrived the daughter was almost dead. She died shortly after midnight. Deceased leaves a husband, two little children, aged respectively seven and nine, three sisters, Marie, Rosalie and Olive, and three brothers, Peter, Joseph and Abraham.

The mother when seen this morning said she thought Mrs. Corcoran was apparently healthy, she suffered from long fainting spells, one of which she took at her mother's home last Sunday evening. This morning the medical examiner, Dr. J. V. Meigs, performed an autopsy. All indications point to heart disease as the cause of death.

NEW YORK, March 7.—The banquet tonight at which the White Sox and the Giants will be the guests of honor will close the week of baseball frenzy that has reigned in New York. Tomorrow, Monday Manager McGraw plans to leave with his tourist players for Marlin. About the same time Owner Comiskey and the White Sox will start for the west. Federal league officials who failed to sign a player in yesterday's rush but whose activity served to establish a new highwater mark for salaries are already leaving town. More than 300 guests will attend the banquet tonight and enough baseball talk is promised to give the fans food for thought and discussion until the championship season opens.

The salary Tris Speaker is to receive from the Red Sox was today the subject of much speculation. It is understood that Speaker's contract calls for an annual salary of \$15,000 or \$18,000 and in addition to this he got \$5000 bonus for signing.

This record price tops all salaries ever paid in the history of the national game. Joe Tinker has a contract with the Federal league which calls for \$27,000 on a three year contract. Evers' salary with the Boston Nationals is \$10,000 a year and it is stated that Mathewson's new contract with the Giants provides for a salary of at least \$15,000 a year. Ty Cobb receives a like amount from Detroit.

The National league resulted in no decision with regard to the Chicago-Boston club deal for the services of Johnny Evers and in finding a new owner of the Chicago club. After two lengthy sessions, the board of directors announced that the final settlement had been left to President Towner.

WAS KILLED BY OUTLAWS

LONDON, March 7.—News has just reached here of two exciting scenes in Africa. In the first of these, Maj. James Lyonel Joyce Conry of the Connaught Rangers was killed in a fight with outlaws near Wadai Had in the Sudan. Maj. Conry was in charge of a contingent of an Arab battalion of the Egyptian army. The leaders of the outlaws and other members of the band, were killed and the remainder made prisoners. Besides Maj. Conry the British troops lost three men killed and four wounded.

TREASON CHARGE RANTOUL CASE

"Jail Editor" on Trial for Libeling Crown Prince Frederick William Mrs. Rantoul Will Not Live With Husband—Rumrill Going Abroad

BERLIN, March 7.—Ernest Meyer, a "jail editor" of the socialist newspaper "Vorwarts" was brought up for trial today on charges of treason and libelling Crown Prince Frederick William.

The offense was committed in an article satirizing the farewell order issued by the crown prince when he left the command of the Death Head Hussars at Danzig.

The crown prince then said: "If ever the King calls and the bugle sounds the charge, then think of him whose fondest wish it was to live this moment of a soldier's highest happiness in your company."

Hans Leuss, editor of the weekly Die Welt, was on March 2 sentenced to six months imprisonment on a similar charge and a third suit against another paper is to be tried next week.

Every paper in Germany bears the name of a man who takes responsibility for all articles and he is known as the "jail editor."

BOSTON, March 7.—Mrs. Lois Burnett Rantoul, who was denied a divorce from her husband by Judge Hardy at the East Cambridge court on Thursday, declared last night that under no circumstances would she ever live with her husband, Edward L. Rantoul, again.

At the same time she refused to say whether she would carry the case to the supreme court or as to just how she would fight for her children.

Rumrill Going Abroad
Her attorney, Thomas W. Proctor, after two days in New York returned to Boston last night, but he would make no statement as to whether the case would go higher or not.

One interesting aftermath of the sensational trial, which became known yesterday, was that Chester Chapin Rumrill, the man for whom Mrs. Rantoul openly declared her love on the witness stand, is going to Europe in a few days.

While the question of appealing to the supreme court on the part of the Rantouls is still in the balance the fact remains that a bitter fight will be waged over the custody of the children. It is altogether possible that this matter may be settled out of the courts. Both Mr. and Mrs. Rantoul are devoted to their children, and it is felt that possession for six months at a time may settle the difficulty.

If such an arrangement falls, two suits for the custody of the children brought by Edward L. Rantoul, the father, which are now pending in New Hampshire and Massachusetts courts, will undoubtedly be reopened.

LOPPED OFF PAYROLL

NATICK, March 7.—The victory of the Citizens' party in the town election last week resulted in a fall of the axe yesterday, and Chief David J. Church and several members of the police department found that they had been lopped off from the town's payroll.

STATE TAX QUESTIONED

BOSTON, March 7.—Eight foreign corporations doing business in this state have questioned the validity of the statutes of 1912 imposing an excise tax upon the use of one-fifth of one per cent of their authorized capital stock at par. The objectionable feature of this act from the standpoint of the foreign corporation is that no deduction is made of property which is taxed locally, as is done in the case of domestic corporations.

The full bench of the supreme judicial court will hear arguments during the present sitting. When the matter came before Judge Crosby, sitting alone, he ordered that the petition which the corporations have brought for a return of the tax assessed for 1912, be dismissed.

BOARD OF TRADE MEETINGS

The monthly meeting of the directors of the Lowell board of trade will be held in the board of rooms Tuesday afternoon at 4 o'clock. The executive committee will meet on the same afternoon at 3 o'clock and a meeting of the highway committee is scheduled for Thursday at 4 p. m.

REV. R. O. SHERWOOD DEAD

ATTLEBORO, March 7.—Rev. R. O. Sherwood, until recently pastor of the First Baptist church here, died last night. He was stricken with a paralytic shock three months ago. Rev. Mr. Sherwood had held several other pastorates in New England.

SUNDAY SCHOOL TEACHERS

The Sunday school teachers of the Sacred Heart church met Thursday evening at the home of Miss Susan Ryan, 32 Sidney street, and had a very enjoyable time. Novel little crepe paper favors were drawn by the teachers and presented by Robert Thomas. An impromptu entertainment was given that included piano solos by Miss Rosetta, Miss Susan Ryan and Miss Nora Ryan, while the readings were contributed by Miss Katherine Kenney, Miss Mae Cowell, Miss Julia Lynch, Miss May Lynch and Miss Katherine Lynch. Songs were sung by Miss Lucy Sharkey, Miss Eleanor Kivian, Miss Agatha Wilson and Miss Helen Wilson. The meeting will be held at the home of Miss Katherine McLean, 31 Agawam street, on the evening of March 17.

THAW MAKES STATEMENT

CONCORD, N. H., March 7.—Commenting on the disbursement of Clifford W. Harbridge, in New York yesterday, Harry K. Thaw in a statement last night declared that Harbridge had never accepted a cent to suppress any evidence. The lawyer had never made any pretence of doing so until two years after he had ceased to act as Thaw's counsel. Thaw's statement I have made since early in November when my case went before the federal court," said Thaw, "but it is necessary for me to correct any false impression in connection with Harbridge's disbursement."

DEBES THAT HARRIDGE WAS PAID TO SUPPRESS EVIDENCE DURING TRIAL

Spring Term Begins
Next Week
W. P. HOVEY,
400 Wyman's Exchange, Tel. 153-M.
Instruments, music and strings for sale.

SUPERIOR COURT

The regular March term of the criminal session of superior court will open at the court house next Monday morning at 10 o'clock with Judge Patrick Keating on the bench and a number of Lowell cases will be heard.

GOOD WRESTLING BOUTS

Fritz Hanson Won From Duchesne—Joe Bisailon Took Ed. Caddock's Measure

Fritz Hanson showed the small crowd at Associate hall last night that he still has the stamina and endurance for a championship mat struggle when, after losing the first fall to Tom Duchesne of New Bedford, he twice pinned the latter's shoulders to the canvas and was acclaimed the winner.

The two men were in great shape when they took their respective corners and responded to the presentation of Announcer "Red" Simmons. Neither man had a pound of superfluous flesh upon his body and both got down to business at once.

Hanson was the aggressor throughout the bout. The Swede was not as tall as his opponent but used his inferior height and weight to the greatest advantage. Although the French wrestler was on the defensive for the greater part of the time he was ready to snare an opportunity when it occurred and this is what encompassed the first fall.

The Swedish grappler had been trying for several minutes to lock Duchesne in half nelson and croch hold when the latter took advantage of the latter upon his back and pinned him there with a leg and body lock that he could not break. The first fall was made in 27.12.

When the two again appeared Hanson went after his man with a vengeance. Up to this time he had tried, time and again, to get a toe hold upon the New Bedford man but Duchesne always broke away from it. After 5.11 Hanson worked a head scissors onto Duchesne and, after feinting round for several minutes, grabbed his left leg in the much dreaded "rod hold." Duchesne was suffering intensely as he rolled over on his back and limped to his corner from the effect of the hold.

The last fall was gotten by Hanson by exactly the same methods. Duchesne was pinned tired and his leg was in bad shape after the application of the rod hold. Hanson went after him in his characteristic manner, slapping him to the mat and staying on top most of the time. Duchesne slipped into the same trap as he did for the second fall, coming out of a body lock and getting caught in a head and body lock. His leg was broken by Hanson's first hold, soon fell a victim and the bout was over. Duchesne laid on the mat for several minutes after the last fall while his seconds tried to fix up the member which had been subjected to Hanson's rendition of the toe hold. Joe Bisailon made a decided hit with the fans in his contest with Ed Caddock. This event

MITCHELL BOYS WIN

The Mitchell Boys' school basketball team, trimmed the Sherwood club of Lowell in a lively game at Billerica last night. The score was 39 to 13. Last night's victory was the 13th for the Billerica lads and they anticipate a record season.

The Mitchell boys played a fast, snappy game, featured by short, accurate passes. The five men were hard after the leather at every moment and followed up every chance at caging the ball. Savage, at centre, was the best point getter of the contest, throwing the shot into the net six times. For the Sherwood club, Costello and Healey worked to fast time.

Next Saturday afternoon, the Mitchell boys will close their schedule by playing Attleboro high, but a post series of games may be arranged. The team this year has been one of the best in the history of the school. Last night's lineup and summary:

MITCHELLS:
White, Walker, Harvey, Rhee, Savage, Caddock, Healey, Westmouth, 35.
Score: Mitchell Boys 39, Sherwood club 13.
Savage 10, Walker 8, Harvey 6, Healey 4, Caddock 3, Rhee 2, Westmouth 1.
Time, two 20-min. periods.

ON THE ALLEYS

Several Exciting Games Were Rolled Last Evening—Good Scores

Several good games were rolled on the local alleys last night. The Hamiltons won from the Carbridge shop team. McGovern's pet's handed a defeat to the Thorndikes. The Ayer City quintet made the Harvard A. C. look like beginners and the Flvers liked the Hosiery company knitters.

Totals:
Carbridge Shop—Calvert, 232; Gleason, 241; Quirk, 256; Arnold, 258; P. O'Brien, total, 1255.
Hamilton—Hudson, 254; Van Zant, 270; A. Mosher, 275; Paul, 270; N. Mosher, 274; total, 1313.
McGovern's Pets—Bingham, 277; Delaney, 237; total, 1390.
Thorndikes—Reed, 269; Stanton, 213; Duren, 256; Lillis, 275; Kegan, 287; total, 1321.
Ayer City—Peterson, 230; Glynn, 222; Hendrick, 261; Gil, 257; O'Brien, 249; total, 1292.
Harvard A. C.—Fury, 231; Scott, 209; Tetterton, 212; Ward, 216; Sullivan, 213; total, 1080.
Flvers—Lacombe, 264; Towell, 250; Chamagne, 251; Quimard, 255; Masse, 241; total, 1319.
Knitters—Bilbault, 211; Shepard, 171; Bigly, 275; Diette, 215; Gullbault, 255; total, 1259.

EMMETT'S ANNIVERSARY

The local camp of the Irish National Brotherhood will celebrate the one hundred and thirty-sixth anniversary of the birth of Robert Emmet, tomorrow, March 8, at their hall, 32 Middle Street.

The principal address on the occasion will be delivered by Dr. Michael P. Sullivan of Lawrence, Mass. There will also be remarks by prominent members of the organization, together with a literary program.

The exercises will begin at 2.30 p.m. and a large attendance is expected. There will be visitors from Riverhill and Lawrence.

HOME RULE DEMONSTRATION
The committee of arrangements for the home rule demonstration on Sunday evening, March 15, will meet tomorrow forenoon at 11 o'clock at 32 Middle Street, when all members are expected to attend. The speakers at the meeting will be Mr. P. C. Kelley of Charlestown, who is a rousing orator and Michael J. Jordan, Esq., secretary of the United Irish League of America. He will deliver a very interesting illustrated lecture on Ireland. Mr. J. J. O'Brien of Boston will sing stirring Irish ballads.

BASEBALL AT MANCHESTER
MANCHESTER, N. H., March 7.—The anticipated boycott of the American Textile club grounds by the New England league is in a split move and not based on any antagonism of the club to organized baseball, said Athletic Manager John Carney, himself a former player in that league, today.

"Far from opposing Fred Lake when he wanted to place a team here, President W. Parker Straw offered to assist him in finding grounds and to have no conflicting dates with him. It was not to be expected that the club would turn over to the league the grounds on which they had expended nearly \$40,000."

COBURN'S

PURE GOODS

Denatured Alcohol, pt. 10c
Witch Hazel, pt. 15c
Liquid Soap, pt. 15c
Castor Oil, pt. 17c
Cod Liver Oil, pt. 15c
Cottonseed Oil, pt. 15c
Sanctuary Oil, pt. 20c
Camphorated Oil, pt. 40c
Olive Oil, pt. 40c

63 MARKET ST.

Free City Motor Delivery

FUNERAL NOTICES

BOISSONNEAU.—The funeral of Peter Boissonneau will take place from his home, 48 Butler ave., Sunday afternoon at 2.15 o'clock. At St. Patrick's church, Lowell. Burial in the family lot in St. Patrick's cemetery. Undertaker, John J. O'Donnell in charge of funeral arrangements.

FAY.—The funeral of the late Patrick Fay will take place Monday morning at 9 o'clock from his home, 10 Blackstone street, Lowell. Burial in the family lot in St. Patrick's cemetery. Undertaker, John J. O'Donnell in charge of funeral arrangements.

JOYCE.—The funeral of Mrs. Ann Joyce will take place Monday morning at 9 o'clock from her home, 29 Duffey street, Lowell. Burial in the family lot in St. Patrick's cemetery. Undertaker, John J. O'Donnell in charge of funeral arrangements.

LAKE.—The funeral of John D. Lake will take place Sunday afternoon at 2.30 o'clock from the home of his mother, 115 Cushing street, Lowell. Burial in St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge.

WILLIAMS.—The funeral of Mrs. Hannah Williams will take place Monday morning at 9 o'clock from her home, 29 Duffey street, Lowell. Burial in the family lot in St. Patrick's cemetery. Undertakers J. P. O'Donnell & Sons in charge.

DEATHS

JOYCE.—Mrs. Ann Joyce, an esteemed resident of Lowell, died yesterday at her home, 29 Duffey street, at the age of 63 years. She was survived by three daughters, Mrs. Martin Steele, Mrs. Mary Steele, and Mrs. John Steele.

Received Too Late for Classification
FON TERRIER FEMALE, LOST Friday; black and white; about 7 mos. old. Reward if returned to Charles Paige, 247 Gowing st.

LADIES—SEWING AT HOME.—A ladies' sewing society, very active and successful, is now accepting applications for members. Address: 115 Cushing street, Lowell.

SALESMEN WANTED, LOCAL OR TRAVELING.—To sell fireproof safes to businessmen. Experience unnecessary. Quick sales. Big commissions. Address: 115 Cushing street, Lowell.

LOCAL PARTNER WANTED.—No investment; all steel sectional carriages and small carriages. Very profitable proposition; fullest sales co-operation. Permanent, profitable. Ruby Manufacturing Co., Jackson, Mich.

LADIES—RICHINGS ARE TO BE the fact this coming season. Let us keep you supplied with the latest in hats. Send us twenty five cents, coin or stamps, for one yard and line of samples. Falls Textile Company, Newton Upper Falls, Mass., Box 3.

TENEMENT 7 ROOMS TO LET at 47 Barclay street. Immediate walk from Central Ave. 353 Stevens st.

WOMEN WANTED IN PACKING room. Apply 38 Broadway, 4th floor, Spaulding Co.

AT CITY EMPLOYMENT OFFICE.—Second hand cotton carding room, counter tops, wash tubs, card grinders, cotton mills, jack stands, winders, card frames and drawing room help in worsted mill; also family help of all kinds for weaving and woolen mills, kitchen, table and office girls. 121 Central.

1100 WEEKLY PROFIT IN SPARE time at home. Mail order business. Don't worry about capital. Boyd H. Brown, Omaha, Neb.

FURNISHED ROOMS TO RENT with or without board. 10 Franklin st. Bank Pass Book Lost Friday. Reward \$10.00. Address: 115 Cushing street, Lowell.

COMMONWEALTH OF MASSACHUSETTS.—State House, Boston, March 6, 1914. The Commonwealth of Massachusetts has received notice of the sale of the following real estate, to-wit: 1. 1188, relative to the mortgage and sale of real estate; 2. 1017, relative to the mortgage and sale of real estate; 3. 1018, relative to the mortgage and sale of real estate; 4. 1019, relative to the mortgage and sale of real estate; 5. 1020, relative to the mortgage and sale of real estate; 6. 1021, relative to the mortgage and sale of real estate; 7. 1022, relative to the mortgage and sale of real estate; 8. 1023, relative to the mortgage and sale of real estate; 9. 1024, relative to the mortgage and sale of real estate; 10. 1025, relative to the mortgage and sale of real estate; 11. 1026, relative to the mortgage and sale of real estate; 12. 1027, relative to the mortgage and sale of real estate; 13. 1028, relative to the mortgage and sale of real estate; 14. 1029, relative to the mortgage and sale of real estate; 15. 1030, relative to the mortgage and sale of real estate; 16. 1031, relative to the mortgage and sale of real estate; 17. 1032, relative to the mortgage and sale of real estate; 18. 1033, relative to the mortgage and sale of real estate; 19. 1034, relative to the mortgage and sale of real estate; 20. 1035, relative to the mortgage and sale of real estate; 21. 1036, relative to the mortgage and sale of real estate; 22. 1037, relative to the mortgage and sale of real estate; 23. 1038, relative to the mortgage and sale of real estate; 24. 1039, relative to the mortgage and sale of real estate; 25. 1040, relative to the mortgage and sale of real estate; 26. 1041, relative to the mortgage and sale of real estate; 27. 1042, relative to the mortgage and sale of real estate; 28. 1043, relative to the mortgage and sale of real estate; 29. 1044, relative to the mortgage and sale of real estate; 30. 1045, relative to the mortgage and sale of real estate; 31. 1046, relative to the mortgage and sale of real estate; 32. 1047, relative to the mortgage and sale of real estate; 33. 1048, relative to the mortgage and sale of real estate; 34. 1049, relative to the mortgage and sale of real estate; 35. 1050, relative to the mortgage and sale of real estate; 36. 1051, relative to the mortgage and sale of real estate; 37. 1052, relative to the mortgage and sale of real estate; 38. 1053, relative to the mortgage and sale of real estate; 39. 1054, relative to the mortgage and sale of real estate; 40. 1055, relative to the mortgage and sale of real estate; 41. 1056, relative to the mortgage and sale of real estate; 42. 1057, relative to the mortgage and sale of real estate; 43. 1058, relative to the mortgage and sale of real estate; 44. 1059, relative to the mortgage and sale of real estate; 45. 1060, relative to the mortgage and sale of real estate; 46. 1061, relative to the mortgage and sale of real estate; 47. 1062, relative to the mortgage and sale of real estate; 48. 1063, relative to the mortgage and sale of real estate; 49. 1064, relative to the mortgage and sale of real estate; 50. 1065, relative to the mortgage and sale of real estate; 51. 1066, relative to the mortgage and sale of real estate; 52. 1067, relative to the mortgage and sale of real estate; 53. 1068, relative to the mortgage and sale of real estate; 54. 1069, relative to the mortgage and sale of real estate; 55. 1070, relative to the mortgage and sale of real estate; 56. 1071, relative to the mortgage and sale of real estate; 57. 1072, relative to the mortgage and sale of real estate; 58. 1073, relative to the mortgage and sale of real estate; 59. 1074, relative to the mortgage and sale of real estate; 60. 1075, relative to the mortgage and sale of real estate; 61. 1076, relative to the mortgage and sale of real estate; 62. 1077, relative to the mortgage and sale of real estate; 63. 1078, relative to the mortgage and sale of real estate; 64. 1079, relative to the mortgage and sale of real estate; 65. 1080, relative to the mortgage and sale of real estate; 66. 1081, relative to the mortgage and sale of real estate; 67. 1082, relative to the mortgage and sale of real estate; 68. 1083, relative to the mortgage and sale of real estate; 69. 1084, relative to the mortgage and sale of real estate; 70. 1085, relative to the mortgage and sale of real estate; 71. 1086, relative to the mortgage and sale of real estate; 72. 1087, relative to the mortgage and sale of real estate; 73. 1088, relative to the mortgage and sale of real estate; 74. 1089, relative to the mortgage and sale of real estate; 75. 1090, relative to the mortgage and sale of real estate; 76. 1091, relative to the mortgage and sale of real estate; 77. 1092, relative to the mortgage and sale of real estate; 78. 1093, relative to the mortgage and sale of real estate; 79. 1094, relative to the mortgage and sale of real estate; 80. 1095, relative to the mortgage and sale of real estate; 81. 1096, relative to the mortgage and sale of real estate; 82. 1097, relative to the mortgage and sale of real estate; 83. 1098, relative to the mortgage and sale of real estate; 84. 1099, relative to the mortgage and sale of real estate; 85. 1100, relative to the mortgage and sale of real estate; 86. 1101, relative to the mortgage and sale of real estate; 87. 1102, relative to the mortgage and sale of real estate; 88. 1103, relative to the mortgage and sale of real estate; 89. 1104, relative to the mortgage and sale of real estate; 90. 1105, relative to the mortgage and sale of real estate; 91. 1106, relative to the mortgage and sale of real estate; 92. 1107, relative to the mortgage and sale of real estate; 93. 1108, relative to the mortgage and sale of real estate; 94. 1109, relative to the mortgage and sale of real estate; 95. 1110, relative to the mortgage and sale of real estate; 96. 1111, relative to the mortgage and sale of real estate; 97. 1112, relative to the mortgage and sale of real estate; 98. 1113, relative to the mortgage and sale of real estate; 99. 1114, relative to the mortgage and sale of real estate; 100. 1115, relative to the mortgage and sale of real estate; 101. 1116, relative to the mortgage and sale of real estate; 102. 1117, relative to the mortgage and sale of real estate; 103. 1118, relative to the mortgage and sale of real estate; 104. 1119, relative to the mortgage and sale of real estate; 105. 1120, relative to the mortgage and sale of real estate; 106. 1121, relative to the mortgage and sale of real estate; 107. 1122, relative to the mortgage and sale of real estate; 108. 1123, relative to the mortgage and sale of real estate; 109. 1124, relative to the mortgage and sale of real estate; 110. 1125, relative to the mortgage and sale of real estate; 111. 1126, relative to the mortgage and sale of real estate; 112. 1127, relative to the mortgage and sale of real estate; 113. 1128, relative to the mortgage and sale of real estate; 114. 1129, relative to the mortgage and sale of real estate; 115. 1130, relative to the mortgage and sale of real estate; 116. 1131, relative to the mortgage and sale of real estate; 117. 1132, relative to the mortgage and sale of real estate; 118. 1133, relative to the mortgage and sale of real estate; 119. 1134, relative to the mortgage and sale of real estate; 120. 1135, relative to the mortgage and sale of real estate; 121. 1136, relative to the mortgage and sale of real estate; 122. 1137, relative to the mortgage and sale of real estate; 123. 1138, relative to the mortgage and sale of real estate; 124. 1139, relative to the mortgage and sale of real estate; 125. 1140, relative to the mortgage and sale of real estate; 126. 1141, relative to the mortgage and sale of real estate; 127. 1142, relative to the mortgage and sale of real estate; 128. 1143, relative to the mortgage and sale of real estate; 129. 1144, relative to the mortgage and sale of real estate; 130. 1145, relative to the mortgage and sale of real estate; 131. 1146, relative to the mortgage and sale of real estate; 132. 1147, relative to the mortgage and sale of real estate; 133. 1148, relative to the mortgage and sale of real estate; 134. 1149, relative to the mortgage and sale of real estate; 135. 1150, relative to the mortgage and sale of real estate; 136. 1151, relative to the mortgage and sale of real estate; 137. 1152, relative to the mortgage and sale of real estate; 138. 1153, relative to the mortgage and sale of real estate; 139. 1154, relative to the mortgage and sale of real estate; 140. 1155, relative to the mortgage and sale of real estate; 141. 1156, relative to the mortgage and sale of real estate; 142. 1157, relative to the mortgage and sale of real estate; 143. 1158, relative to the mortgage and sale of real estate; 144. 1159, relative to the mortgage and sale of real estate; 145. 1160, relative to the mortgage and sale of real estate; 146. 1161, relative to the mortgage and sale of real estate; 147. 1162, relative to the mortgage and sale of real estate; 148. 1163, relative to the mortgage and sale of real estate; 149. 1164, relative to the mortgage and sale of real estate; 150. 1165, relative to the mortgage and sale of real estate; 151. 1166, relative to the mortgage and sale of real estate; 152. 1167, relative to the mortgage and sale of real estate; 153. 1168, relative to the mortgage and sale of real estate; 154. 1169, relative to the mortgage and sale of real estate; 155. 1170, relative to the mortgage and sale of real estate; 156. 1171, relative to the mortgage and sale of real estate; 157. 1172, relative to the mortgage and sale of real estate; 158. 1173, relative to the mortgage and sale of real estate; 159. 1174, relative to the mortgage and sale of real estate; 160. 1175, relative to the mortgage and sale of real estate; 161. 1176, relative to the mortgage and sale of real estate; 162. 1177, relative to the mortgage and sale of real estate; 163. 1178, relative to the mortgage and sale of real estate; 164. 1179, relative to the mortgage and sale of real estate; 165. 1180, relative to the mortgage and sale of real estate; 166. 1181, relative to the mortgage and sale of real estate; 167. 1182, relative to the mortgage and sale of real estate; 168. 1183, relative to the mortgage and sale of real estate; 169. 1184, relative to the mortgage and sale of real estate; 170. 1185, relative to the mortgage and sale of real estate; 171. 1186, relative to the mortgage and sale of real estate; 172. 1187, relative to the mortgage and sale of real estate; 173. 1188, relative to the mortgage and sale of real estate; 174. 1189, relative to the mortgage and sale of real estate; 175. 1190, relative to the mortgage and sale of real estate; 176. 1191, relative to the mortgage and sale of real estate; 177. 1192, relative to the mortgage and sale of real estate; 178. 1193, relative to the mortgage and sale of real estate; 179. 1194, relative to the mortgage and sale of real estate; 180. 1195, relative to the mortgage and sale of real estate; 181. 1196, relative to the mortgage and sale of real estate; 182. 1197, relative to the mortgage and sale of real estate; 183. 1198, relative to the mortgage and sale of real estate; 184. 1199, relative to the mortgage and sale of real estate; 185. 1200, relative to the mortgage and sale of real estate; 186. 1201, relative to the mortgage and sale of real estate; 187. 1202, relative to the mortgage and sale of real estate; 188. 1203, relative to the mortgage and sale of real estate; 189. 1204, relative to the mortgage and sale of real estate; 190. 1205, relative to the mortgage and sale of real estate; 191. 1206, relative to the mortgage and sale of real estate; 192. 1207, relative to the mortgage and sale of real estate; 193. 1208, relative to the mortgage and sale of real estate; 194. 1209, relative to the mortgage and sale of real estate; 195. 1210, relative to the mortgage and sale of real estate; 196. 1211, relative to the mortgage and sale of real estate; 197. 1212, relative to the mortgage and sale of real estate; 198. 1213, relative to the mortgage and sale of real estate; 199. 1214, relative to the mortgage and sale of real estate; 200. 1215, relative to the mortgage and sale of real estate; 201. 1216, relative to the mortgage and sale of real estate; 202. 1217, relative to the mortgage and sale of real estate; 203. 1218, relative to the mortgage and sale of real estate; 204. 1219, relative to the mortgage and sale of real estate; 205. 1220, relative to the mortgage and sale of real estate; 206. 1221, relative to the mortgage and sale of real estate; 207. 1222, relative to the mortgage and sale of real estate; 208. 1223, relative to the mortgage and sale of real estate; 209. 1224, relative to the mortgage and sale of real estate; 210. 1225, relative to the mortgage and sale of real estate; 211. 1226, relative to the mortgage and sale of real estate; 212. 1227, relative to the mortgage and sale of real estate; 213. 1228, relative to the mortgage and sale of real estate; 214. 1229, relative to the mortgage and sale of real estate; 215. 1230, relative to the mortgage and sale of real estate; 216. 1231, relative to the mortgage and sale of real estate; 217. 1232, relative to the mortgage and sale of real estate; 218. 1233, relative to the mortgage and sale of real estate; 219. 1234, relative to the mortgage and sale of real estate; 220. 1235, relative to the mortgage and sale of real estate; 221. 1236, relative to the mortgage and sale of real estate; 222. 1237, relative to the mortgage and sale of real estate; 223. 1238, relative to the mortgage and sale of real estate; 224. 1239, relative to the mortgage and sale of real estate; 225. 1240, relative to the mortgage and sale of real estate; 226. 1241, relative to the mortgage and sale of real estate; 227. 1242, relative to the mortgage and sale of real estate; 228. 1243, relative to the mortgage and sale of real estate; 229. 1244, relative to the mortgage and sale of real estate; 230. 1245, relative to the mortgage and sale of real estate; 231. 1246, relative to the mortgage and sale of real estate; 232. 1247, relative to the mortgage and sale of real estate; 233. 1248, relative to the mortgage and sale of real estate; 234. 1249, relative to the mortgage and sale of real estate; 235. 1250, relative to the mortgage and sale of real estate; 236. 1251, relative to the mortgage and sale of real estate; 237. 1252, relative to the mortgage and sale of real estate; 238. 1253, relative to the mortgage and sale of real estate; 239. 1254, relative to the mortgage and sale of real estate; 240. 1255, relative to the mortgage and sale of real estate; 241. 1256, relative to the mortgage and sale of real estate; 242. 1257, relative to the mortgage and sale of real estate; 243. 1258, relative to the mortgage and sale of real estate; 244. 1259, relative to the mortgage and sale of real estate; 245. 1260, relative to the mortgage and sale of real estate; 246. 1261, relative to the mortgage and sale of real estate; 247. 1262, relative to the mortgage and sale of real estate; 248. 1263, relative to the mortgage and sale of real estate; 249. 1264, relative to the mortgage and sale of real estate; 250. 1265, relative to the mortgage and sale of real estate; 251. 1266, relative to the mortgage and sale of real estate; 252. 1267, relative to the mortgage and sale of real estate; 253. 1268, relative to the mortgage and sale of real estate; 254. 1269, relative to the mortgage and sale of real estate; 255. 1270, relative to the mortgage and sale of real estate; 256. 1271, relative to the mortgage and sale of real estate; 257. 1272, relative to the mortgage and sale of real estate; 258. 1273, relative to the mortgage and sale of real estate; 259. 1274, relative to the mortgage and sale of real estate; 260. 1275, relative to the mortgage and sale of real estate; 261. 1276, relative to the mortgage and sale of real estate; 262. 1277, relative to the mortgage and sale of real estate; 263. 1278, relative to the mortgage and sale of real estate; 264. 1279, relative to the mortgage and sale of real estate; 265. 1280, relative to the mortgage and sale of real estate; 266. 1281, relative to the mortgage and sale of real estate; 267. 1282, relative to the mortgage and sale of real estate; 268. 1283, relative to the mortgage and sale of real estate; 269. 1284, relative to the mortgage and sale of real estate; 270. 1285, relative to the mortgage and sale of real estate; 271. 1286, relative to the mortgage and sale of real estate; 272. 1287, relative to the mortgage and sale of real estate; 273. 1288, relative to the mortgage and sale of real estate; 274. 1289, relative to the mortgage and sale of real estate; 275. 1290, relative to the mortgage and sale of real estate; 276. 1291, relative to the mortgage and sale of real estate; 277. 1292, relative to the mortgage and sale of real estate; 278. 1293, relative to the mortgage and sale of real estate; 279. 1294, relative to the mortgage and sale of real estate; 280. 1295, relative to the mortgage and sale of real estate; 281. 1296, relative to the mortgage and sale of real estate; 282. 1297, relative to the mortgage and sale of real estate; 283. 1298, relative to the mortgage and sale of real estate; 284. 1299, relative to the mortgage and sale of real estate; 285. 1300, relative to the mortgage and sale of real estate; 286. 1301, relative to the mortgage and sale of real estate; 287. 1302, relative to the mortgage and sale of real estate; 288. 1303, relative to the mortgage and sale of real estate; 289. 1304, relative to the mortgage and sale of real estate; 290. 1305, relative to the mortgage and sale of real estate; 291. 1306, relative to the mortgage and sale of real estate; 292. 1307, relative to the mortgage and sale of real estate; 293. 1308, relative to the mortgage and sale of real estate; 294. 1309, relative to the mortgage and sale of real estate; 295. 1310, relative to the mortgage and sale of real estate; 296. 1311, relative to the mortgage and sale of real estate; 297. 1312, relative to the mortgage and sale of real estate; 298. 1313, relative to the mortgage and sale of real estate; 299. 1314, relative to the mortgage and sale of real estate; 300. 1315, relative to the mortgage and sale of real estate; 301. 1316, relative to the mortgage and sale of real estate; 302. 1317, relative to the mortgage and sale of real estate; 303. 1318, relative to the mortgage and sale of real estate; 304. 1319, relative to the mortgage and sale of real estate; 305. 1320, relative to the mortgage and sale of real estate; 306. 1321, relative to the mortgage and sale of real estate; 307. 1322, relative to the mortgage and sale of real estate; 308. 1323, relative to the mortgage and sale of real estate; 309. 1324, relative to the mortgage and sale of real estate; 310. 1325, relative to the mortgage and sale of real estate; 311. 1326, relative to the mortgage and sale of real estate; 312. 1327, relative to the mortgage and sale of real estate; 313. 1328, relative to the mortgage and sale of real estate; 314. 1329, relative to the mortgage and sale of real estate; 315. 1330, relative to the mortgage and sale of real estate; 316. 1331, relative to the mortgage and sale of real estate; 317. 1332, relative to the mortgage and sale of real estate; 318. 1333, relative to the mortgage and sale of real estate; 319. 1334, relative to the mortgage and sale of real estate; 320. 1335, relative to the mortgage and sale of real estate; 321. 1336, relative to the mortgage and sale of real estate; 322. 1337, relative to the mortgage and sale of real estate; 323. 1338, relative to the mortgage and sale of real estate; 324. 1339, relative to the mortgage and sale of real estate; 325. 1340, relative to the mortgage and sale of real estate; 326. 1341, relative to the mortgage and sale of real estate; 327. 1342, relative to the mortgage and sale of real estate; 328. 1343, relative to the mortgage and sale of real estate; 329. 1344, relative to the mortgage and sale of real estate; 330. 1345, relative to the mortgage and sale of real estate; 331. 1346, relative to the mortgage and sale of real estate; 332. 1347, relative to the mortgage and sale of real estate; 333. 1348, relative to the mortgage and sale of real estate; 334. 1349, relative to the mortgage and sale of real estate; 335. 1350, relative to the mortgage and sale of real estate; 336. 1351, relative to the mortgage and sale of real estate; 337. 1352, relative to the mortgage and sale of real estate; 338. 1353, relative to the mortgage and sale of real estate; 339. 1354, relative to the mortgage and sale of real estate; 340. 1355, relative to the mortgage and sale of real estate; 341. 1356, relative to the mortgage and sale of real estate; 342. 1357, relative to the mortgage and sale of real estate; 343. 1358, relative to the mortgage and sale of real estate; 344. 1359, relative to the mortgage and sale of real estate; 345. 1360, relative to the mortgage and sale of real estate; 346. 1361, relative to the mortgage and sale of real estate; 347. 1362, relative to the mortgage and sale of real estate; 348. 1363, relative to the mortgage and sale of real estate; 349. 1364, relative to the mortgage and sale of real estate; 350. 1365, relative to the mortgage and sale of real estate; 351. 1366, relative to the mortgage and sale of real estate; 352. 1367, relative to the mortgage and sale of real estate; 353. 1368, relative to the mortgage and sale of real estate; 354. 1369, relative to the mortgage and sale of real estate; 355. 1370, relative to the mortgage and sale of real estate; 356. 1371, relative to the mortgage and sale of real estate; 357. 1372, relative to the mortgage and sale of real estate; 358. 1373, relative to the mortgage and sale of real estate; 359. 1374, relative to the mortgage and sale of real estate; 360. 1375, relative to the mortgage and sale of real estate; 361. 1376, relative to the mortgage and sale of real estate; 362. 1377, relative to the mortgage and sale of real estate; 363. 1378, relative to the mortgage and sale of real estate; 364. 1379, relative to the mortgage and sale of real estate; 365. 1380, relative to the mortgage and sale of real estate; 366. 1381, relative to the mortgage and sale of real estate; 367. 1382, relative to the mortgage and sale of real estate; 368. 1383, relative to the mortgage and sale of real estate; 369. 1384, relative to the mortgage and sale of real estate; 370. 1385, relative to the mortgage and sale of real estate; 371. 1386, relative to the mortgage and sale of real estate; 372. 1387, relative to the mortgage and sale of real estate; 373. 1388, relative to the mortgage and sale of real estate; 374. 1389, relative to the mortgage and sale of real estate; 375. 1390, relative to the mortgage and sale of real estate; 376. 1391, relative to the mortgage and sale of real estate; 377. 1392, relative to the mortgage and sale of real estate; 378. 1393, relative to the mortgage and sale of real estate; 379. 1394, relative to the mortgage and sale of real estate; 380. 1395, relative to the mortgage and sale of real estate; 381. 1396, relative to the mortgage and sale of real estate; 382. 1397, relative to the mortgage and sale of real estate; 383. 1398, relative to the mortgage and sale of real estate; 384. 1399, relative to the mortgage and sale of real estate; 385. 1400, relative to the mortgage and sale of real estate; 386. 1401, relative to the mortgage and sale of real estate; 387. 1402, relative to the mortgage and sale of real estate; 388. 1403, relative to the mortgage and sale of real estate; 389. 1404, relative to the mortgage and sale of real estate; 390. 1405, relative to the mortgage and sale of real estate; 391. 1406, relative to the mortgage and sale of real estate; 392. 1407, relative to the mortgage and sale of real estate; 393. 1408, relative to the mortgage and sale of real estate; 394. 1409, relative to the mortgage and sale of real estate; 395. 1410, relative to the mortgage and sale of real estate; 396. 1411, relative to the mortgage and sale of



THE 1914 SHOW

TO BE THE MOST ELABORATE AUTOMOBILE EXHIBITION EVER HELD IN NEW ENGLAND

Another Boston automobile show, more gorgeous in its setting, with a larger and more varied display of motor cars and accessories, will open the evening in Mechanics building, and will be on every day next week. The lavish hand of the artist has turned this great exhibition hall, covering six acres of space, into one great harmonious riot of color, that makes a beautiful background for the bright glistening models. Thousands upon thousands of electric lights will make the Great Auto Shows on Earth resplendent with illumination. Every representative manufacturer in America and Europe will display his cars at this show.

The decorations are by far more gorgeous than anything ever attempted in a public building in Boston before. A fortune has been expended in beautifying these great exhibition halls. The general motif for the magnificent decorations for this year is Italian in character, nearly all the details being from drawings made by the architect, Ernest W. Campbell, while on a special tour through Italy and various countries of Europe last year. In general the first of the large halls presents a scene that is Roman in style. The entrance lobby faced on either side by marbleized panels is completely transformed, having elliptical arches springing from fluted pilasters spanning the corridor. White statues stand out in bold relief against a dense background of foliage. As one enters the building to exhibition hall they pass through the Roman arch. All the massive beam work is completely concealed by handsomely painted entablatures in the Roman style of architecture in the form of a moulded cornice, while the brackets are covered with mask-like pieces showing a massive carved decoration, of the same period. Electric lights are used to enhance the beauty of the arches. Massive columns in verte antique bronze, surmounted by large illuminated glass globes serve as sign posts, bearing the name of the exhibitor and defining each space.

The side walls are treated with the marble cornice effect, the scenic paintings between, and Italian truesies over the windows. At the end of the main aisle the stairway leading to the balcony is so designed that a brilliant effect of electrical display and marble statuary is presented. Beautiful foliage and floral decorations form a striking feature at this point. The Roman canopy or awning effect is carefully wrought out in the overhead lightwell treatment.

In striking contrast to the stately purity of design in the exhibition hall, one can revel in the gorgeousness of the Venetian coloring in the grand hall. The great proscenium arch curtain with its terrors or side curtains is strikingly beautiful with its rendering in carved and mosaic effects. This great piece of art work is 140 feet long and 45 feet high.

The stage cyclorama of Venice 80 feet long and 30 feet high presents a striking view in perspective as seen through the gorgeous banners of the city of Doges. The various parts of Grand Hall from every point of view, form studies worthy of the most critically artistic minds. The entire ceiling is covered with a massive canopy effect, pierced to represent open carved work, from which are pendant eight electroluxes each composed of 12 Venetian wrought iron lanterns illuminated. Garlands of bright flowers are festooned far below each of the lamps, while a multitude of brilliant streams of light stretch from canopy to canopy and then off to meet the arches surrounding the entire hall from ceiling to the bottom of the second balcony.

The arches are studies adapted from the Ducal palace and their execution at the hands of the artists are little short of marvelous. The face of the balcony represents accurately the various decorations seen along the various canals of Venice. Projecting balustrades filled with flowers rich in magnificent carvings are seen at regular intervals and between these in light hues are many crests of the Ducal rulers.

Opposite the stage is seen the great "piece de resistance" of the show "The Grand Canal of Venice" 150 feet long and 40 feet high, painted by the master of scenic art in this country. The view of this from the stage through a vista of color with the gilded carvings and wonderful decoration effects of the orchestra court is one never to be forgotten.

Such is the setting for the several hundred automobiles that will be on exhibition, and it is one great harmonious whole. Manager Chester I. Campbell has had an army of men working out the details of this great show, and when the building opens at 8 o'clock tonight everything will be ready for the accommodation of the thousands and thousands that flock annually to this opening.

The big day, of course, will be next Wednesday which has been designated as "Society Day." Boston's bluest blood and the smart set always turn out to the Boston Automobile show on the day designated to them. Governor Walsh and his staff and Mayor Curley and the members of the city council also attend the automobile show on this day.

In all there are 230 exhibitors. Of this number 80 will display different types of motor cars. All of the representative American makers will be exhibitors. There will be almost two dozen makes that will be shown to the retail trade of New England for the first time. This will include the cycle car which is of course brand new.

There will be a lot for even the motor wise to observe at this big exposition. The accessory department will have a hundred new "wrinkles" that will have an absorbing interest. Everything new and up to the minute in motor car construction will be on exhibition.

The pleasure car section will close next Saturday night, and the following Tuesday evening, the commercial motor vehicle show will open in the same building and be on until the following Saturday night.

MECHANICS' BUILDING, BOSTON, the SCENE of GREAT AUTO EXHIBITION

Pleasure Car Section

March 7 to 14

Commercial Car Section

March 17 to 21

ALL LOCAL AUTO DEALERS

Will be Prominent in the Boston Show Which Opens Tonight—Large Delegation From Lowell

The Boston Auto show which opens tonight and motor vehicle supplies and the tonight in Mechanics hall will attract attention for this can be seen at all the local dealers in motor vehicles' places. The motor-busing public of

TREMONT GARAGE

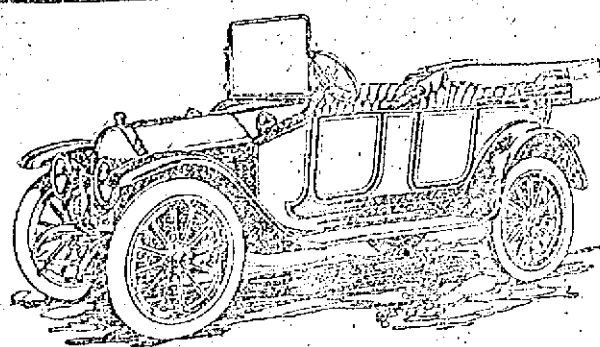
Cor. of Tremont and Moody Sts.

First class equipment for Auto Repairing. First class workmen and first class work guaranteed.

All makes of cars repaired and overhauled by competent men. We make a specialty of FORD Cars.

PETER J. McKENNA, Prop.

Phone 3442-W or 3442-R



"Light Six" or Model 6-48
OAKLAND

"THE CAR WITH A CONSCIENCE"

The modern Oakland is the mature issue of a healthy growth. It is powerful—beautiful—complete—a concrete reflection of cosmopolitan taste.

The strong, powerful motor, the big friction eliminating bearings, the left-side drive, center control, the famous DeSoto starting, lighting and ignition system, German silver V-shaped radiator, extra deep upholstery, side doors, concealed hinges, large luggage compartments, extra pockets; all these refinements and important features indicate the complete, up-to-date character of the Oakland product.

Price \$1450 to \$2600, f. o. b. factory. All cars fully equipped.

AMEDEE ARCHAMBAULT

Sole Agent for Lowell and Adjoining Towns

738-742 MERRIMACK ST., LOWELL.

Telephone 109

Lowell will attend the Boston exhibit in such numbers that none of the local dealers feel that they can afford to miss a representation at the show for a single afternoon or evening. The Boston show this year will be

produced on the same large scale that has been its chief asset in previous years. All of the car manufacturers will send in their respective makes with their corps of attendants and each will attempt to outdo the others in their demonstrations.

The large wholesale houses of our supplies and accessories, however, will not exhibit this year. None of the houses entered their wares in the New York show and say that they will again will they compete at any of the shows held in the large cities throughout the country. The reason advanced is that the tremendous expense which they undergo at each exhibit is not made up by the returns from the advertising thus received.

The dropping out of the wholesalers, however, seems to have made but little difference in the success of the shows held thus far. The manufacturers will be there in full force to welcome the public the same as at the other exhibits so that the local dealers are not worrying at all about their various wares being given a full and glowing account of.

The tire companies will be another feature of last year's show which will not be seen tonight and next week at Mechanics building. All of the manufacturers of auto and motor cycle tires decided to omit the auto shows as an advertising medium and consequently did not exhibit at the New York show.

Arthur J. Gumpstrey and Leon Haynes will be in Boston during the entire run of the show to take care of the interests of those among the local people present who will linger at the stands occupied by the Bantz, Studebaker and Jeffrey cars.

President Benson of the Studebaker company will tender a banquet to all of the concern's New England agents Thursday afternoon at the Hotel Lenox and both Lowell men will be in attendance. It is expected that Mr. Benson will give a description of the company's plans for the ensuing year during his post-prandial talk.

S. L. Rochette, proprietor of the Lowell Motor Mart and local agent for the Ford and Jackson cars, says that auto shows in general and this season's exhibits in particular, have been a great boost to the makers of the machines he represents locally. The public, he estimates, prices the costlier makes and then return to the booths of the Jackson and Ford machines without seeing where the difference in price comes in.

Mr. Rochette will be at the Boston show throughout its run and will have with him Arthur Burke, Philip Bibeault and Euclid Farnham, all of whom are in his employ at the Lowell Motor Mart.

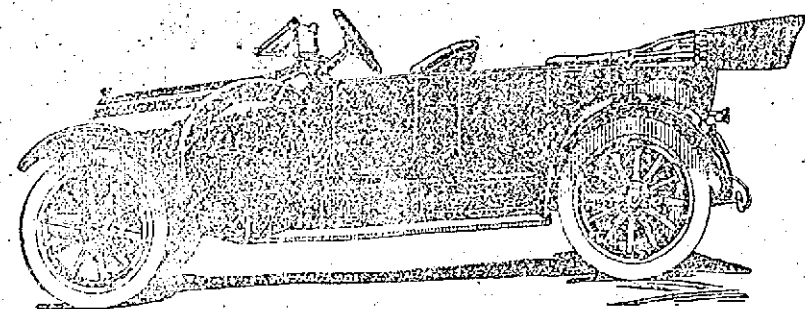
The Buick people are still talking about the recent remarkable climbing stunt of their machine which climbed the Andes mountains. The first automobile ever to perform this feat, Messrs. Emerson and Hale, the local agents for the car, claim that the coming season will be the greatest in the history of the factory they represent if all the present indications hold true.

Both Mr. Hale and Mr. Emerson will be at the Boston show as also will Danny O'Dea, their crack salesman and demonstrator. Last year this firm met with one of the greatest successes of any of the dealers and is confident that the record of last season will go by the board during the coming week.

Thomas L. Williston, proprietor of the Stanley garage, left Lowell this morning so as to be on hand with the Metz exhibit which is gotten in readiness for this car intends to spend most of the time during the entire auto show at the hall in the space reserved for the Metz and will be on hand to greet all of his friends as well as prospective buyers of his car.

The Sackley Motor Co., agents for the King, Reo and Regal cars, will be represented by Mr. Sackley himself as well as his manager. He expects to be kept busy in his attempt to stay in touch with the Lowell people at each booth but contends that he can handle all the business that comes his way.

Harry Pitts, proprietor of Pitts Auto Supply Co., will be right on deck as usual. Harry states that he did most of his heavy buying at the New York show having had in a large supply of tires and other accessories in the city. This, however, will not prevent him from taking in the show at Mechanics hall and mingling with the throng of local auto enthusiasts which will be present.



HUDSON SIX-40, THE LIGHT SIX.

HUDSON SIX 40

—AND—

HUDSON SIX 54

THE MODERATELY LITTLE FELLOW

—AND—

THE MODERATELY BIG FELLOW

Both as happily deceitful as any cars you ever saw when it comes to doing things and doing them well. First, in these we show handsome cars. Second, reliable cars. Third, cars of exceptional power. Fourth, cars with speed a plenty. Fifth, cars affording exceptionally easy riding qualities. Sixth, cars bearing a wholesome reputation. Seventh, cars built by a financially strong company. Eighth, cars sold by a concern which expects to be right here for some time yet, and ready to render you service you will appreciate. Altogether we think ourselves worthy your patronage.

GEO. R. DANA & SON

2 TO 24 EAST MERRIMACK STREET, LOWELL, MASS.

Distributors for Lowell and all surrounding towns and all of North Middlesex County.

THE CARS AND DANA, JR., WILL BE AT THE BOSTON SHOW

AUTOMOBILE NOTES

Joseph McGarry, manager of the Boston Auto Supply Co., is being congratulated on the artistic appearance of the display windows of his store at 96 Bridge street. The work was done by the Martin Sign Co.

The Donovan Harness Co. carries a neat line of automobile accessories and supplies and are the local agents for Boston Vulcanizing outfit.

Anderson's Tire Shop, 139 Paige street, is headquarters for all the standard makes of tires and automobile accessories.

Take it to the Sawyer Carriage Co. for repairs. They make a specialty of overhauling, painting, gluing, wood, iron and spring work. They are also agents for the celebrated Stewart truck.

Hovey's auto livery with headquarters at the City Hall garage is prepared to take parties over the road to the show with comfort and safety. Make your appointments early.

VULCANIZING OUR SPECIALTY

Dealer in All Standard Makes of Tires and Accessories

ABSOLUTELY NEW GOODS

PROMPT AND EFFICIENT SERVICE

A complete line of electric light bulbs to fit all cars.

ANDERSON'S TIRE SHOP

139 PAIGE STREET

Telephone 3521-W.

Lowell, Mass.

The New Stevens-Duryea

1915 SERIES

Is Now at My Show Room for Exhibition and Demonstration

GEO. R. DANA

2 to 24 EAST MERRIMACK ST.

LOWELL, MASS.

Distributor for Lowell and North Middlesex County, Lawrence, Methuen and the Andovers in Essex County.

Individuality? Yes, That's the Word

ARCHITECTURALLY and ARTISTICALLY the car is a perfect unit. The body, wheel guards, wind shield and one-man top form a complete unit expressive of elegance, comfort, utility, power, speed and distinction.

MECHANICALLY the car is a perfect unit. The electric system for Starting and Lighting and the left hand control are designed and assembled as a unit in the unit power plant; nothing savors of afterthought.

NO OTHER CAR has all details so thoroughly worked out and applied.

NO OTHER CAR offers so many features for convenience, ease and safety of operation.

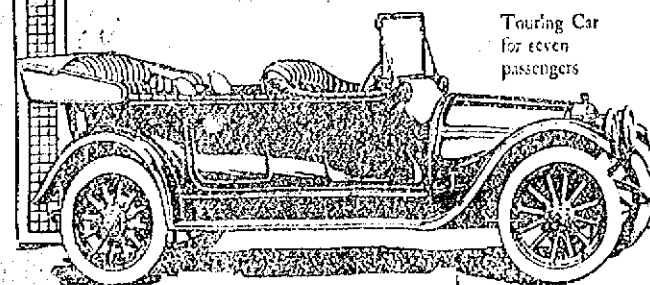
NO OTHER CAR HAS SUCH PROVISION FOR COMFORT OR EXPRESSES SO COMPLETELY THE PURPOSE FOR WHICH A FINE MOTOR CAR IS BUILT.

Two Chassis—131 Inch and 138 Inch

Wheel Base

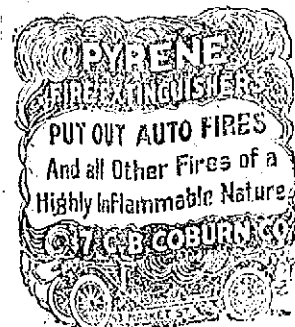
ROADSTER, 2 passengers. TOURING, 5 and 7 passengers. LANDAU PHAETON, 5 and 7 passengers. DEMI-BERLINE, 5 passengers. BERLINE, 7 passengers. LIMOUSINE, 7-passengers. Wire wheels extra on all models.

Five Types of This Car Will Be Shown at the Boston Show



Touring Car for seven passengers

PRICES
All open and enclosed models with left hand drive and control, electric starting and lighting system.
\$1550 to \$6200



The Story of a Man Who Has Made Good

Have you ever noticed with what care the person interested, nourishes a plant that gives good, hardy, sweet smelling and beautiful flowers? He or she cares for it with the utmost attention and never allows the chance to help it go by.

To this, in a way, can the success of this business be attributed. When Mr. Pitts decided to open this establishment he knew that to be successful he would have to give the people the best procurable on the market at the right prices; give them unqualified service and be almost untiring in his efforts to satisfy them.

But four years have passed since the time when the store was opened and began serving the automobile owners of this city and suburbs. Has the business been successful? Well, just stop and consider for a moment the extent to which it has developed and how well the name of Pitts has been established in the minds of users of automobile supplies.

Through its fair and square dealings with all; giving the same prices to all as to the one; protecting its customers in all purchases and finally, selling only such articles as the manufacturers of which, knowing the construction of

the said articles and what can be expected of them, have the courage and conviction to guarantee the articles.

Well, so much for the store, now for the "man behind," who guides it through all its destinies, Mr. Harry Pitts. All we ask you to do is to stop any autoist in this city and ask him just what he knows about Harry Pitts. We have no doubt but that his opinion will be favorable. If we thought otherwise do you suppose we would solicit you to ask him?

Mr. Pitts has been only a short time "in the game," but my, what a success! Perhaps you are one of the few who have not paid him a visit. If you are, just step in the next time you are up this way and look his stock over. There's nothing in this store but that can be used by an automobilist.

The articles are so well known and universally used that they are in demand, which keeps the stock continually on the change, and necessitates the carrying of new, fresh goods. And "fresh goods" are very valuable to an automobilist.

All sizes of the leading makes of tires always in stock.

Pitts' Motto:—To Please the Patron at Any Cost.

Sole Proprietor HARRY PITTS

7 HURD STREET

TELS. 52-W and 52-R

MOTOR TRUCK WHEELS

SERIES OF TESTS MADE TO SHOW THE RELATIVE EFFICIENCY OF STEEL AND WOOD

A rigid and exacting series of tests has just been completed in the school of mechanical engineering at Purdue university to show the relative efficiency of steel and wood as material for motor truck wheels. In the investigation wooden wheels constructed according to the specifications of the Society of Automobile Engineers and steel wheels of standard dimensions, but of steel stampings, were used. The tests were conducted under the direct supervision of Professor L. V. Ludy and H. H. Schofield. They included not only tests to which a wheel would be subjected under actual road conditions, but also such as would show the ultimate strength in every detail. The wheels were subjected to four tests, and in each the steel wheel built for a load of only a ton and a half proved superior to the wooden wheel built according to 2-ton truck specifications. The steel wheel was built entirely of steel with the exception of the rim, which was built of wood, so that it might be available for any kind of a tire. The rim and the hub were connected by a pressed steel web fastened together with rivets.

To Every Automobile Owner:

The Boston Vulcanizing Outfit is necessary, as necessary as the inner tube if the last spare one is in use and a blow-out or puncture occurs, possibly "inches from nowhere."

We Guarantee a cut or puncture up to one inch can be perfectly vulcanized with this outfit at a cost of two cents and a cut three inches long for five cents.

We Guarantee you cannot possibly harm an inner tube by over-curing with this vulcanizer which places it in a class by itself and makes it safer to use than steam or electricity.

We Guarantee that any person who will read and follow the simple directions for using can turn out as good a job as an expert.

We Guarantee you can buy from us at any time, enough raw material for 50 cents to make \$20 worth of repairs at shop prices. (The outfit contains enough material for \$15 worth of work.)

We Guarantee to refund the price paid if for any reason not satisfactory.

The capacity of this vulcanizer at one time is a cut or tear four inches long and it is the only machine manufactured for individual use which will perfectly cure the raw rubber through to inside of tube and also the only one which can be safely used in the wind.

Three repairs at capacity will more than save \$2.75, the price of complete outfit.

That WEIDELY Motor

Don't Miss It--In the Premier Six-- At the Boston Show

See the motor with the valves in the head, and a single cam-shaft operating directly over them.

The motor without rocker-arms, push-rods and rollers--the six-cylinder motor with the fewest parts.

Examine this small motor with greater power and speed than other six-cylinder motors of larger size.

The six cylinder motor that travels farther on a gallon of gasoline than FOUR-cylinder motors of equally rated power.

Here is a motor of the standard poppet-valve type made wonderfully efficient merely through simplification.

The difference in its efficiency is simply the difference between what "we get and what the other fellow wastes."

Come see the Premier--the only car in America with the Weidely Motor. Note the symmetrical body lines--harmony and balance--all in keeping with the remarkable simplicity and "up-to-dateness" of the power plant.

Clean motor appearance is not obtained by side-plate coverings, but by the elimination of unnecessary parts.

The Premier Six with the Weidely Motor is considered the finest example of six-cylinder construction in America. It was the sensation at the New York and Chicago Shows. The Premier is one car in the Boston show which will make worth while your visit.

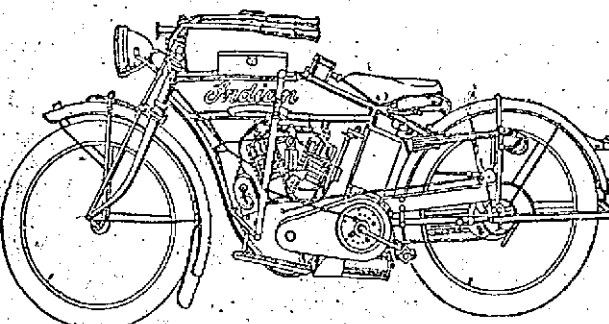
PREMIER

PREMIER MOTOR MFG. CO.
Indianapolis, Indiana
PREMIER MOTOR CAR CO.
Distributors,
652 Beacon St., Boston

The Simple Weidely Motor

Note the Cam Shaft on Top

The Ordinary Motor. Note the Complication



INDIAN and POPE MOTORCYCLES

In justice to yourself do NOT buy a motorcycle until you have looked at the INDIAN. You will then see the difference; cannot tell it all here.

NOW, BICYCLES

Here is a full hand that cannot be beaten--Racyle, Iver Johnson, Flying Miskel, Lenawee and Crown, at prices to fit any pocketbook.

Get busy with that wheel of yours that needs overhauling; we know our business and will use you right.

We can make anything go--from a baby carriage to a motorcycle. We have everything for anything on two wheels.

We have the best equipped and largest motorcycle garage outside of Boston, and three mechanics that know their business.

We are ready for you--Come on!

GEORGE H. BACHELDER

TEL. 1758 POSTOFFICE SQUARE

The Efficiency of the CADILLAC

Demonstrates the superiority of the "4" over the "6." Investigate the two speed direct drive axle at the Cadillac exhibit. Space 2 at the auto show. Price \$1975, f. o. b. Detroit. Full equipment included.

WALTER PERHAM, AGENT

Telephone 287-M
Service Station, Sawyer Carriage Co.

There Isn't a Question

But what we've got the best line of Auto Supplies in town and our hundreds of customers will testify as to price. "I wish that I had come here before," says a saying we hear every day. You too will say the same if you buy from us once. Our vulcanizing department is kept busy even at this time of the year by people who are getting their cars ready for spring. Our work is fully guaranteed.

Boston Auto Supply Co.

95 BRIDGE STREET
Telephone 3503 Open Every Evening

Hovey's Auto Livery

CITY HALL GARAGE PHONE 2900
Residence, 3350-W

AUTOMOBILES FURNISHED FOR ALL OCCASIONS.
RELIABLE CHAUFFEURS

Special Rates for the Boston Auto Show

Our Motto--Safety

AUTO TOPS and Automobile Supplies of All Kinds.
NICE LINE OF AUTO ROBES
We Repair Old Tops, Also Supply Celluloid Parts in Curtains.

Donovan Harness Co.

109 MARKET STREET, CORNER OF PALMER

AUTO SHOW RECORDS

BOSTON SECURED INTERNATIONAL RECORD IN NUMBER OF CARS ON DISPLAY IN 1910

According to C. A. French of The Automobile Journal, Pawtucket, R. I., the Boston Automobile Show first secured an international record in the number of cars on display in 1910, when there were 122 different makes and a total of 650 complete cars and chassis on view. The previous record was the Olympia show in London for 1909, when 597 cars and chassis were exhibited. Boston still holds this record, the nearest approach to either mark being the Olympia display of 1910, when 590 cars and chassis were shown.

The statistics of the Boston show

AUTO CAPS

Any Style
Made to Order at Reasonable Prices

Delorme, the Hatter

SUN BUILDING
15 Prescott Street

THE STUDEBAKER CARS

BIG DISPLAY AT BOSTON OF NEW MODELS EQUIPPED WITH SEPARATE UNIT SYSTEM

An exclusively Studebaker exhibit at the Boston show is that of the Donovan Motor Car company, Studebaker distributors. The array of body types includes all the varieties of the Studebaker "Four" and "Six" models.

All the new Studebaker models are equipped with a built-in, separate-unit electric system which automatically generates and furnishes current for cranking, lighting and ignition. All are equipped with full floating axles, centralized dash equipment, left-steer, center control, gasoline tank in dash, demountable tire, jolly curtains and Gray & Davis lamp.

The "Four" touring car seats five, has a wheel-base of 103 inches and is equipped with 32x3 1-2 Goodrich tires. It is priced at \$1650.

The "Six" Touring car is of seven-passenger capacity, has a wheel base of 121 inches, 34x4 Goodrich tires and sells for \$1875.

Both the "Four" and "Six" chassis are furnished with an attractive type of convertible-body, known as the Landau-Roadster and priced at \$1200 and \$1800 respectively. Disappearing windows, a special windshield, and ingenious curtains and a top make it possible to enclose the interior as tightly as a coupe, without in the least interfering with the use of the car as an open roadster, when desired. All the convertible equipment is self-contained.

The "Six" chassis is also furnished with a five-passenger Sedan body, the interior and general arrangement of which is especially attractive. By manufacturing these Sedans in large quantities, it is possible for Studebaker to market them at \$2250.

Besides the exhibit of passenger cars, Studebaker is also represented in the commercial field by the new Studebaker delivery car which is furnished either with panel or express body, at \$1150. It has a load capacity of 1500 pounds, is equipped with electric starting and lighting apparatus, has a full floating rear axle and is fitted with 34x1 1-2 inch tires.

COLD INJURIOUS

It is one of the characteristics of the ordinary type of lead-acid storage battery that its action is likely to be sluggish when the electrolyte is chilled. Hence, sluggish response from the engine starter after a car has been housed in an unwarmed garage all night should not be harbored against the system as a defect. As the battery is used, the chemical action will raise its temperature to a certain amount and the response will be quicker. The obvious way to overcome such difficulties, of course, is to warm the garage.

for the past six years present the following interesting facts:

Makes on Display

Year	Pleasure	Commercial	Taxi	Visitors
1908	77	7	84	69,000
1909	88	18	106	82,000
1910	97	25	122	107,000
1911	102	41	143	148,000
1912	107	66	173	155,000
1913	108	88	196	245,000

A comparison of the number of makes on display at the various big shows for the present season shows the following:

Paris	London	New York	Chicago
122	126	79	85

Inasmuch as commercial vehicles also are shown in connection with pleasure cars at Paris Salon and Olympia shows, it is only fair to include the makes of power wagons displayed at Boston. In making comparison with those exhibitions. The list of exhibitors to date for the 1914 Boston show includes 35 makes of pleasure cars and 50 of trucks, a total of 135, and as it has always been true that many new makes are entered just previous to the opening of the display, there is every reason that predicts the forthcoming show will again establish a new record in this respect.

PUTTING IN SPARK PLUGS

Putting spark plugs into cylinders is quite a scientific little performance all by itself, and the way it is done has a great deal to do with the way it must be done. In other words, the way a plug is put into the cylinder is what determines the way the plug must be taken out. There are two things to be considered. The plug must be gas-tight, and it must also be tight enough so that it will not work out of itself. Beyond this there is no earthly sense in tightening a plug, unless one wants to help on the spark plug industry by spoiling plugs.

Bearing in mind the fact that a gas-tight plug is tight enough it is easy to see how foolish it is to put a wrench on the plug and lean back until not another fraction of a turn can be taken. This sort of a proceeding wears the thread, flattens the gasket until it has no life left and causes porcelain breakage. Another point is that a plug expands when heated while the hole in the cylinder contracts, making the joint tighter when the engine is hot than when it is cold, though it is a common thing to hear the contrary view expressed. A plug screwed into a cylinder hard and tight when the engine is cold may be almost irremovable when the

HINDERS PROPER COOLING

There is such a thing as overheating a motor when it is driven in the most skillful manner, is in perfect order in every way and the radiator is full of bristly circulating water. The radiator may be coated and plugged up with dirt on the outside. Of course, it doesn't happen very often that a radiator will get so muddled up that it will not radiate properly, but it is possible and has happened, especially after a long run through very muddy roads. The mud helps along overheating effectively, especially when it dries, acting as an excellent insulator of heat.

Autogenous Welding

Machine parts made and repaired. General Repairing. McIntosh Machine and Welding Co., 148 Warren St.

THE Sawyer CARRIAGE COMPANY

Repairers of Automobiles

OVERHAULING
PAINTING
TRIMMING
TOPS

CARBON REMOVED
IRON WORK
WOOD WORK
SPRING WORK

AGENTS FOR STEWART TRUCK

Tel. 354 Worthen Street

150,000 BUICKS

Are On the Road Today. Many Have Been in Service for Nine Years. Many Have Records of Over 100,000 Miles.

THIS IS BUICK DURABILITY

Buick is the car of Power, the car of Strength. The car of Speed, the car of Service.

The Buick overhead valve motor is guaranteed to produce more power than other types of the same size.

30,000 Buicks sold last year show the increasing demand.

This year with the Deleco System of lighting, cranking and ignition at no additional cost--the demand is still greater.

BUICK

MOTOR CARS

Three sizes and six styles from \$950 to \$1985, but every one a Buick through and through--built and backed by the great Buick factory.

All Models can be seen at our showrooms as well as at the

BUICK EXHIBIT

at the BOSTON SHOW

Yes, Milo and Dan will be at the Show to greet you.

LOWELL BUICK CO.

91 APPLETON STREET

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

NO "FREAKS" THIS YEAR

SAYS GEORGE R. DANA, LOCAL DISTRIBUTOR OF THE STEVENS-DURYEA CAR

One of the most striking features of this year's motor shows is the almost entire absence of what might be called "freaks." Manufacturers have grown much wiser than formerly and have found out by hard and bitter experience that it is far better to go on improving existing designs, which have done so well in the past, than to risk failure by adopting any new and untried inventions.

These remarks, of course, apply to the chassis as a whole, and not to the details, as there are many new ideas in chassis this year, but nothing that actually affects the design as a whole. As regards the design of chassis generally, the tendency is not to lengthen the stroke of the motor any further, and apparently the limit in stroke-bore ratios has been reached.

The unit construction of motor, clutch and gear set is more prominent than ever, and those of the old motor-school who remember the first automobile show, are probably not surprised at so general an adoption of this unit construction. No engineering staff of any company has ever received such flattering testimonials to their advanced ideas as has been testified to by the motoring industry in adopting this feature.

Exhibited at my show rooms is one

of the new Stevens-Duryea seven-passenger touring cars, which may without reserve be said to represent a faultless standard of perfection in its mechanical construction, while its exquisite body work, fashioned in the company's own works, may almost be said to express finality in detail of refinement and finish.

Come in and see the car, look at the exclusive design, no other car like it, ask us to raise the hood, then ask us where the motor generator that starts the engine and lights the lights is located; you'll tell us its the cleanest job you ever saw, then we'll tell you it's the most accessible car from front to rear and top to bottom that you ever saw, and no matter whether you are from Delaware, Centerville, the Highlands, old ward 5, or Missouri, we can show you.

HOW SAXON GOT ITS NAME

INTERESTING STORY TOLD BY H. W. FORD, PRESIDENT OF THE SAXON AUTO COMPANY

The story of the way the Saxon car got its name is interesting. H. W. Ford, president of the Saxon company, says the name "Saxon" was chosen because of the desire to embody in the car the characteristics of the Saxon race.

"For centuries," says Mr. Ford, "the Saxon race has been famous for integrity, endurance, simplicity, per-

sistence, thrift and ability to 'make good' under all conditions.

"We set about to embody in the Saxon car the virtues of strength and simplicity, to build this car light, and to make it economical in initial cost, in operation and upkeep cost. Above all, we have sought to produce it as a car honestly built and designed to meet the demands of the greatest number of people, at the same time selling it at a cost they consider fair and can afford to pay."

"Standard Tread and Continental-made motor are two features which have done a great deal to make the Saxon the sensation it is here," says E. A. Gilmore of the Whitten-Gilmore Co., distributors for the Saxon car which is on exhibition at the Boston show.

"Nine out of every ten of our visitors ask these two questions: 'Has it standard tread?' and then 'What type of motor?' When we explained that this good looking \$395 automobile has standard tread and a Continental motor, the inquirer is not only satisfied, but enthusiastic. The motor is of exclusive design and the Continental company has turned over an entire section of its plant and organization to its production.

"This car has struck a popular chord in every section of the country. It is just the sort of automobile for the man who used to say he would buy when the price should come below \$400. Somehow, those who have never owned a car have placed \$400 or less as the figure at which they wanted to see cars sold. Now their dream is realized, particularly since they are able to buy for \$395 a real automobile with accepted features of design."

AUTO-BASEBALL NEWS

"WABOO" SAM AND "LEFTY" WILTSE ENJOYED AUTO SPINS WHILE AT MANILA

Being a professional baseball player has its compensations. About this time of year, when fans are shivering around in overcoats, ye ball-tosser is in spring training beneath the warm Texas or Florida suns. In the summer he plays to the grandstand and keeps the sporting editors busy reporting his performances. In the fall—if he is lucky—he goes around with his pockets sagging with world series "cash." In the winter he either goes into vaudeville at a thousand (?) a week or he takes a sight-seeing trip around the world with a few of his fellows and incidentally plays a few games to pay expenses.

"Waboo" Sam Crawford, outfielder for the Detroit Tigers and the world touring baseball team, and "Lefty" George Wiltse, the New York Giant southpaw, also a member of the world tourists' team, recently played in Manila and while there enjoyed several spins on the boulevards in a Hudson Six-54 which Levy Hermanos, proprietor of the Estrella Automobile Palace, Manila dealer in Hudson Sixes, placed at their disposal for a day or two.

MARMON FORTY-EIGHT

INTERESTING AUTOMOBILE LITERATURE TO ACQUAINT OWNERS WITH THEIR CAR

An interesting and attractive book recently issued by Norydyke & Marmon company is called "The Marmon Forty-Eight in Service." This book is a decided innovation in the field of automobile literature, and is causing much favorable comment wherever it goes. Its obvious purpose is to acquaint owners and prospective owners of motor cars with the very wide distribution enjoyed by the Marmon Forty-Eight.

This purpose is admirably carried out by means of photographs which carry more conviction than pages of reading matter could do, and with less fatigue to the reader. Truly, "he who runs may read" this book.

A single page of reading matter by way of introduction, is followed by 14 pages of photographic reproductions, showing the Marmon Forty-Eight in use in widely separated parts of the United States and Canada.

A feature that adds tremendously to the pleasing effect is the color scheme. A sepia brown ink on dull finish buff paper, lends an air of distinctiveness and "class" to the book, that could hardly have been secured with any other combination of color for this particular subject.

The illustrations are remarkably well chosen, and show beyond a doubt that the Marmon Forty-Eight is in use in places that vary widely in climatic conditions. The name and address of the owner of the car accompanies each photograph, and in many instances the accompanying scenery is so characteristic as to indicate at a glance the approximate location.

The book indicates that the Marmon Forty-Eight has secured a wide-spread adoption among discriminating owners. Every name is an indication that those who want a car, not merely for its appearance, nor for its easy running qualities alone, nor for its dependability alone, but for all these, choose the Marmon Forty-Eight.

QUALITY NOT QUANTITY

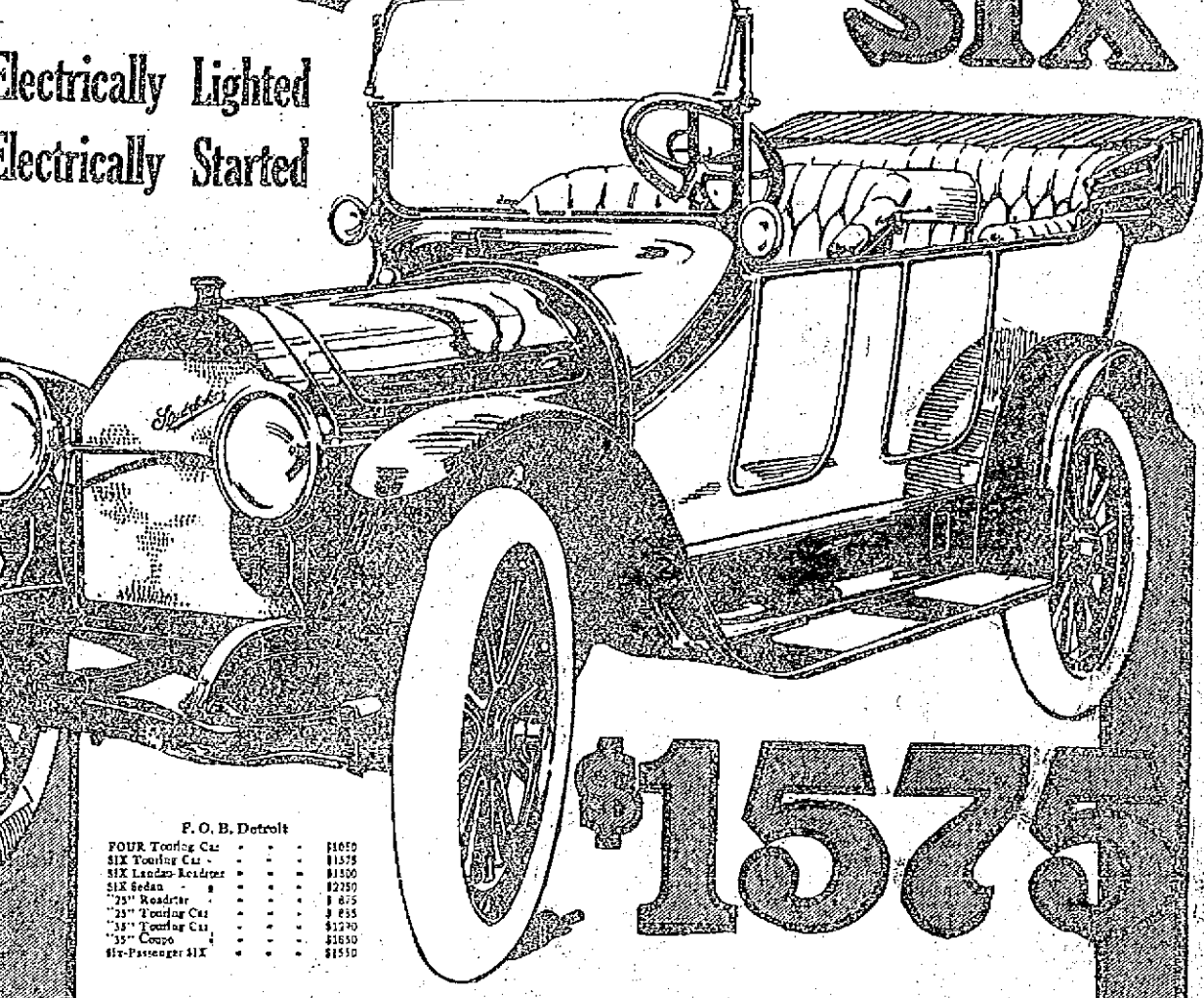
IS THE POLICY OF THE MANUFACTURERS OF FIAT CARS MADE AT POUGHKEEPSIE, N. Y.

The Fiat exhibit will be found at its usual spaces, 113 and 114 Mechanics building. The cars on exhibition are in a class by themselves in the way of design, style, finish, etc. Every car shown is the product of the American factory at Poughkeepsie, N. Y., which has been in operation for the past four years, during which time they have been steadily increasing their output each year.

It is not the policy of the Fiat company to manufacture quantity, but quality. The American Fiat is a duplicate of the foreign car to the smallest detail. The entire design is created by the Italian engineers at Turin, Italy, and after the cars have been thoroughly tested over mountainous roads and they have proven to come up to the Fiat standard, they

Studebaker SIX

Electrically Lighted
Electrically Started



\$1575

If this car is honest, there isn't an automobile in existence that compares with it in value.

That it is as honest inside as it is beautiful outside, the name Studebaker guarantees.

The fact that it is manufactured to an extent exceeded by no other car of even higher price clinches the question of internal value.

And despite its beauty, despite its internal excellence, despite its seven-passenger capacity, despite its electric starting and lighting system, it is the lowest priced "Six" on the market.

In the face of such obvious and overwhelming evidence of value—how can you consistently pay a penny more for any other car, than the price of this Studebaker SIX?

Meet us at the Boston Show

And verify every detail of the above statement by an inspection of the Studebaker Six and a comparison with other cars.

ARTHUR J. CUMMISKEY MOTOR CO., Inc
LOWELL, MASS.

Buy it because it's a Studebaker

are accepted by the engineers who stamp their approval to the blueprints which are sent to the Poughkeepsie plant where the car is built in accordance with the blueprints. The foreign factory keeps engineers from Italy at Poughkeepsie all the time to supervise the building of Fiat cars.

A large percentage of the materials used throughout the car is imported on account of the special steels used, which cannot be duplicated in America, and which makes the Fiat car a longer-life car than any other.

The Fiat company bears the reputation of being one of the oldest car manufacturers in existence, having manufactured automobiles for the past 17 years during which time they have turned out and sold over 60,000 Fiat cars. Fiat cars can be found in every civilized country of the world. There can be found more Fiat cars of 1901 to 1913 cars in the hands of their original owners than any other car manufactured. The reason for this is that the chassis design of Fiat cars is from three to five years in advance of any car manufactured. Fiat design is the simplest.

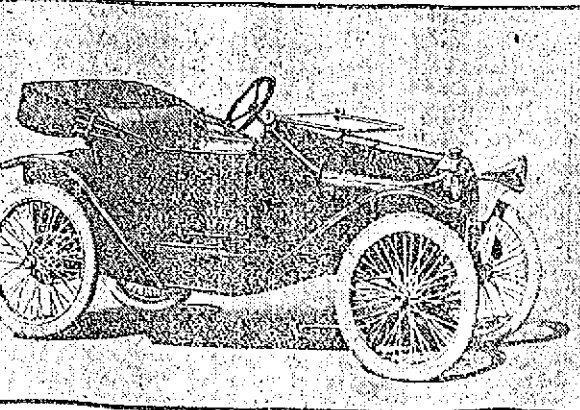
The monobloc motor as created by Fiat engineers is now used by the Fiat company for the past five years, not only in their small 20 horsepower cars, but in cars ranging in power from this model to 90 horsepower. This monobloc motor construction gives a better balanced engine and a more rigid engine, and by the reduction of 50 per cent, in parts, an easier engine to keep in its original condition.

The carburetor on all Fiat cars is of the double jet type water jacket float feed, and a mileage of 33 1-3 per cent, greater can be obtained from Fiat cars with a Fiat carburetor than any other carburetor.

Taking everything into consideration the Fiat car weighs less by 300 to 700 pounds than any of its competitors. The car as turned out by the Poughkeepsie plant carries full up-to-date equipment, including electric self-starter, Westinghouse type Fiat applied.

TRUMBULL CYCLECAR

\$425



Complete with Self Starter, Electric Lights, Top and Windshield

18 h. p., 4 Cylinder, Water Cooled Motor, Magneto Ignition

ON EXHIBITION AT THE BOSTON SHOW SPACE 234 BASEMENT

EXCELSIOR LAUTO-CYCLE

KING OF THEM ALL

Holding all speed records from 1 to 100 miles, and the first to attain a speed of 100 miles an hour.

Thor

"America's Highest Grade Motorcycle"

MARK J. McCANN, 92 Gorham St.

SAFETY FIRST Goodrich Safety Tread Tires

Five Bars and a Cross-Tie—The Safety First Symbol
The Tread that makes the Brake Effective

Next time you buy a non-skid tire look at the tire itself and be sure it's a Goodrich Safety Tread.

You can tell it by the "Safety First" design shown above—five bars and a cross-tie.

You can see the imprint of Safety Treads everywhere, showing how the thick, tough bars and cross-tie make a Safety First roadway for the car.

The thick, tough Goodrich fingers dig down and grip—they help stop the skid—they make the brake effective.

Goodrich Safety Tread Tires

not only set the standard of tire value, but maintain it as well

Goodrich worth is not a claim, it is a condition, protected, re-inforced, sound and sure. The face value of Goodrich Tires is guaranteed by the service and quality put in them by the makers, and by the security owners have that they are buying the best tires made.

The quality of Goodrich Tires today is the standard by which all high grade tires are judged. This is because they represent the perfection of tire-making and tire-knowledge—tricks which give Goodrich Tires their leadership.

Here are the prices for the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Prices	Safety Tread Prices	Gray Inner Tube Prices
30 x 3	\$11.70	\$12.85	\$2.60
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
33 x 4	23.55	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
35 x 4 1/2	34.00	36.05	6.30
36 x 4 1/2	35.00	37.10	6.45
37 x 5	41.85	44.45	7.70
38 x 5 1/2	54.00	57.50	8.35

BOSTON BRANCH
851-857 Boylston Street

The B. F. Goodrich Company
Factories: Akron, Ohio
Branches in All Principal Cities

There is nothing in Goodrich advertising that isn't in Goodrich tires

AN IDEAL LADIES' CAR

CARTERCAR IS FEATURING THE
EARLIEST FRICTION DRIVE
TRANSMISSION

The bugbear of motoring, as far as women are concerned, is the shifting of gears, according to George Wetherbee, the New England distributor of the Cartercar. He says that if it were not for the fact that most automobiles require this feature, that there would be a great many more women motorists.

"The gearless friction drive transmission of the Cartercar eliminates the gears and the clutch and for that reason we feel perfectly safe in saying that the Cartercar is essentially a woman's car," says Mr. Wetherbee. "It is operated as easily as an electric vehicle, but has the ruggedness of any automobile. Any woman of child can operate the Cartercar in a few minutes after they have sat under the steering wheel."

Mrs. James J. Storrow, the wife of the well known financier, is the owner of two Cartercars and several other types of automobiles that require gear shifting. She finds the Cartercar ideal for her use and gets the ease of operation and range that she would not get with an electric vehicle. Although she has five automobiles, she may be seen any day driving along the roads at Lincoln in her Cartercar roadster or in inclement weather in her Cartercar limousine.

"While the Cartercar is essentially a woman's car, yet it is strong and powerful and as a hill climber has no superior."

If you want help at home or in your business, try The Sun "Want" column.

AUTO SHOW

MECHANICS BUILDING - BOSTON

PLEASURE CAR EXHIBIT

MARCH 7 TO 14

Admission 50c; Except Wednesday, March 11, "Society Day" \$1
Commercial Vehicle Exhibit Opens Tues., March 17, 8 P. M.

THE FIRST AUTOMOBILE TO MAKE THE TRIP FROM COAST TO COAST WAS A TWO-CYLINDER WINTON, DRIVEN BY DR. H. NELSON JACKSON OF BURLINGTON, VT. DR. JACKSON LEFT SAN FRANCISCO MAY 23, 1903, AND ARRIVED IN NEW YORK JULY 26. THE FIRST AUTOMOBILE TO BE DRIVEN ACROSS THE UNITED STATES FROM SOUTH TO NORTH WAS A TWO-CYLINDER WINTON, DRIVEN BY DR. H. NELSON JACKSON OF BURLINGTON, VT. DR. JACKSON LEFT SAN FRANCISCO MAY 23, 1903, AND ARRIVED IN NEW YORK JULY 26.

MR. ALEXANDER WINTON

FATHER OF THE WINTON CAR
RECALLS HIS CELEBRATED
COAST TO COAST RIDE

One cannot delve very deeply into the pioneer days of long distance touring without running across the Winton and Alexander Winton himself.

When the durability and speed of automobiles were an unknown quantity and the public, prior to buying, demanded to be shown, the Winton company led the way. July 28, 1897, Mr. Winton left Cleveland in a Winton

phaeton with New York as his destination. His arrival in the metropolis Aug. 7 marked the successful finish of the first long distance automobile trip in America.

The first automobile to make the trip from coast to coast was a two-cylinder Winton, driven by Dr. H. Nelson Jackson of Burlington, Vt. Dr. Jackson left San Francisco May 23, 1903, and arrived in New York July 26.

The first automobile to be driven across the United States from south to north was a two-cylinder Winton, driven by Dr. H. Nelson Jackson of Burlington, Vt. Dr. Jackson left San Francisco May 23, 1903, and arrived in New York July 26.

While declining any predilection toward talking of old times, Mr. Winton "remembers" most interestingly of that first ride of his to New York. He says:

"That first trip to New York recalls itself because present conditions are so different. It was in 1897, I left Cleveland July 28, in a vehicle having a two-cylinder vertical motor, and followed the Buffalo-Albany route. The roads were fearfully wet and I made the mistake of trying the west side of the Hudson from Albany, but at Coxsack I ferried across to the east side and had better roads and easier traveling. I arrived in New York on Saturday afternoon, Aug. 7, having consumed 75 hours and 45 minutes running time. As I came down Broadway I repeated the day after, for I was literally blind in dust and sadly in need of a bath."

"There was not at that time, so far as I know, another gasoline automobile in New York, and chug-chugging my lonesome way through the Broadway throng, starting horses and sur-

Greatest Automobile Test

The World Has Ever Known

Individual owners have put their Winton Six cars to a test of strenuous service covering more than three million miles.

Figures compiled from the sworn statements of 286 owners appear on this page.

Ninety of these 286 cars established the world's lowest repair expense record of 25.1 cents per 1000 miles.

The performances of the remaining 196 cars are shown in the table.

And the grand totals for 286 cars show that in traveling 3,117,487.5 miles the whole repair expense averaged only \$1.32 per 1000 miles—less than one-seventh of one cent per mile.

This was the most exhaustive automobile test the world has ever known.

The only kind of test that proves anything for individual buyers—the test of service in the use of the owner.

Look over these figures, and then send for a copy of our Repair Expense Book, which gives the records in detail.

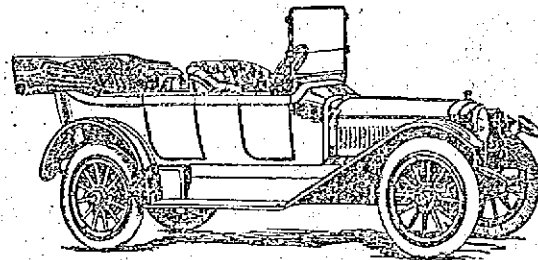
We are the pioneer makers of sixes exclusively.

Our present model is the same car we have made for six years without a single radical change. Now in its seventh season.

Behind the Winton Six is a substantial company. Free from watered stock, from bonds, notes, and mortgages, from the burden of past extravagances; owning its plant scot free, taking cash discounts on all purchases, specializing on high-class work, employing expert and contented workmen, and pursuing policies that make for efficiency and permanence, the Winton Company stands behind the Winton Six with a guarantee that makes your purchase enduringly safe.

The Winton Six is a manufactured car, not an assembled car. Also it is the only car in the world whose repair cost is definitely known through the sworn statements of individual owners.

We shall be glad to send you our Repair Expense Book that gives the million-mile facts and figures in detail, together with our thoroughly descriptive catalog.



WINTON SIX

SEE IT AT THE BOSTON SHOW

Complete Record of Every Car Traveling 5000 Miles or More in the Six Annual Winton Six Repair Expense Tests of 1908, 1909, 1910, 1911, 1912, and 1913

CLASSIFICATION	Number of Cars	Total Miles	Average per Car	REPAIR EXPENSE	
				Total	Average per Car
Cars making the world's lowest repair expense record.....	90	1,329,960	14,777.3	\$ 333.71	\$ 3.71
Cars making the poorest records.....	53	552,098.3	10,416.9	3308.31	64.12
*Cars running without repair expense.....	72	601,604.2	8,355.6		6.16
Cars not otherwise classified.....	71	633,825	8,927	380.47	5.36
Totals for six years.....	286	3,117,487.5	10,900.3	\$1112.49	\$14.38

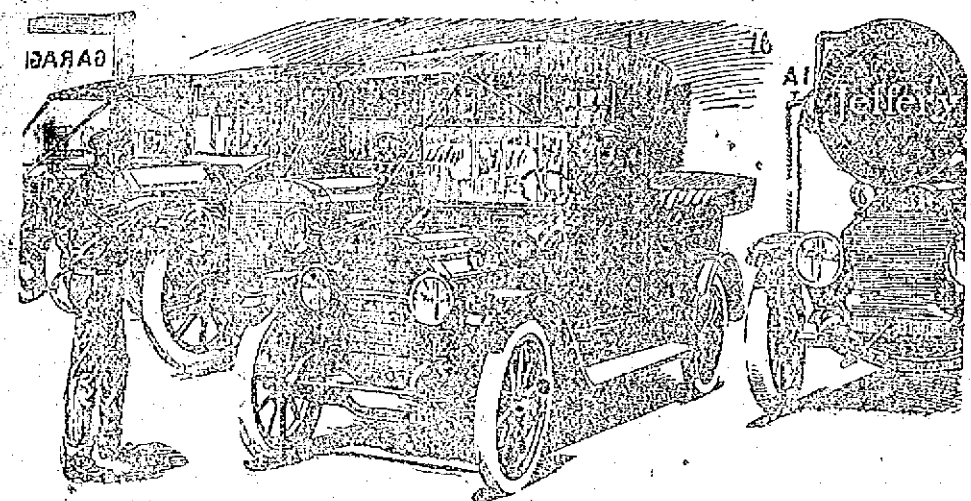
*NOT INCLUDED IN ANY OTHER CLASSIFICATION.

Average repair expense for 286 cars, traveling 3,117,487.5 miles, is \$1.32 per 1000 miles.

Auto Goggles

FIELD AND MARINE GLASSES

GEO. H. WOOD 135 Central Street.



"There's the Car for Economy"

NO one knows this better than the expert mechanic at your garage. He's been expecting this sweeping change in automobile construction. He knows that the demand for economy has been growing and growing because he hears the constant protest and complaint of owners of heavy cars with big motors.

Now the heavy car is doomed. It costs too much to run. The light car, the high grade car, the car of comfort, quality and speed will take its place. The Jeffery is here.

The Jeffery Four is the first high grade, light weight, quality car of comfort produced in this country to sell at \$1550. The same type of car has been sold before at \$2500 and more. It is the car of motor wise Europe. The man who before had to buy the big, bulky car is coming down for economy and the man who before had to buy the cheap car to gain economy is coming to the Jeffery standard for comfort and appearance.

Three things made the Jeffery Four possible at this price—capital, equipment and experience. Few manufacturers in the United States could produce a car of this quality at this price. Two of these would not do it

because they are entrenched in the low priced field. Some could not do it for at least eighteen months. All others could hardly hope to accomplish it, lacking capital, equipment and experience.

That dealers were quick to recognize these facts is shown by their contracting for over 6000 Jeffery cars in 60 days. That the public welcomed the car built to answer their cry for economy is plainly shown by scores of telegrams from dealers reporting hitherto unheard of business for this season and demanding immediate shipment in advance of their schedules. Good mechanics knew that it must be so, but they did not expect this ultimate type of car to come so soon.

Electric lighting and starting, imported and ball bearings, Daimler leather universal joints, Daimler leather coupling, full floating rear axle, Vanadium steel springs and axle.

Bosch duplex ignitions; Rayfield carburetor.

Jeffery Four equipment includes: Neverleak top; top cover; rain vision windshield; electric lighted dash with Stewart-Warner speedometer, ammeter, oil and oil pressure gauges, four position light switch and small storage compartments; Klaxon horn; foot rest; extra demountable rim with center, and complete tool and tire equipment.

Arthur J. Cummiskey Motor Car Co. Inc.

SALESROOM, 250 CENTRAL STREET

Service Station, 543 Moody Street.

MOST ECONOMICAL CARS

METZ "22" ROADSTER WINNER OF GLIDDEN TOUR HAS FINE EXHIBIT AT SHOW

The Metz company of Waltham, Mass., has an exhibit at Booth B-150 on the main floor of the hall which cannot fail to attract people who are looking for a low priced yet up-to-date automobile. The Metz "22" roadster is well known to the automobile public and was given a very severe test in the annual Glidden tour last July. America's classic road event was won by the Metz team of three cars, and they were the only cars that held perfect scores for the entire eight days of the contest.

The Metz is known as the gearless car, having no clutch to slip and no gears to strip. It is also a very economical car to operate. It is made in three styles of body and equipment and the different models make a very attractive showing.

The Metz "22" save you money when you buy it and every hour you run it. It travels 28 to 32 miles on one gallon of gasoline, 100 miles on one pint of lubricating oil and 10,000 to 12,000 miles on a single set of tires.

Standard equipment throughout, including 22-1-2 h. p. four-cylinder water cooled motor, Bosch magneto, extension top, wind shield, full elliptic springs, five lamps and gas generator, radiator wheels, Goodrich clincher tires, left hand drive, center control and gearless transmission.

TRUMBULL CYCLECAR

MARK McCANN VERY ENTHUSIASTIC OVER HIS LATEST ACQUISITION

"Just met me at the automobile show in Boston any time next week," said Mark J. McCann to the automobile editor of The Sun, "and I will show you the latest word in automobile construction." Mr. McCann was referring to the Trumbull Cyclecar, America's first completely equipped four-wheel light car, of which he is the local agent. The car itself has a small and stylish appearance yet is conservative in general outline to satisfy the most critical.

"Many reputable automobile engineers and designers were consulted to criticize the original design of the Trumbull Cyclecar, and the present car embodies their consensus of opinion," said Mr. McCann to the writer. "When the mechanical features had been approved and their merit determined by actual test of the car,

prising pedestrians, I felt like a man without a friend, the recipient of no sympathy from his fellowmen. To have been the first human being to drive a motor car from Cleveland to New York, should have given me a feeling of elation, but the friendliness of New York sank into my spirit and left no place for elation. To be sure, the crowds were curious to examine my strange-looking machine, but any dime museum exhibit would have attracted equal attention, and I was in no mood for a public exhibition.

"Indeed, so strenuously did this feeling possess me that I drove straight to the freight yards, and arranged for the transportation of the vehicle to Cleveland."

eral demonstrators, price was next considered. The officials named the price at which the car was to be sold. Able production managers frankly stated that it would be necessary to eliminate some of the special features and expensive equipment, such as mechanical self-starter, electric lights and horn, interchangeable wire wheels, top, wind shield, etc., etc. The company had taken pride in this, and in the fact that they were offering more real car for the dollar than others; therefore, the car must be complete

in every detail and produced for the price. "This being decided, all agreed that enormous production was necessary to maintain the standard. Special machinery, tools, jigs and dies were required to make each part, and as nearly automatically as possible, so that each and every part would be interchangeable in every car."

"This meant the outlay of thousands of dollars for the initial production and a delay of several months, but it enables the manufacturers to

give you a better car for the price and one that is complete in detail—and just this much more—a car, the design and mechanical features of which have been proven by arduous tests."

"The price of the car—\$425.00, is extremely low considering the fact that practically all the equipment of a much higher priced car and it will not be long before you will notice a number of the Trumbulls passing through our streets."

\$475

METZ "22" ROADSTER

THE GEARLESS CAR

No Clutch To Slip --- No Gears To Strip.

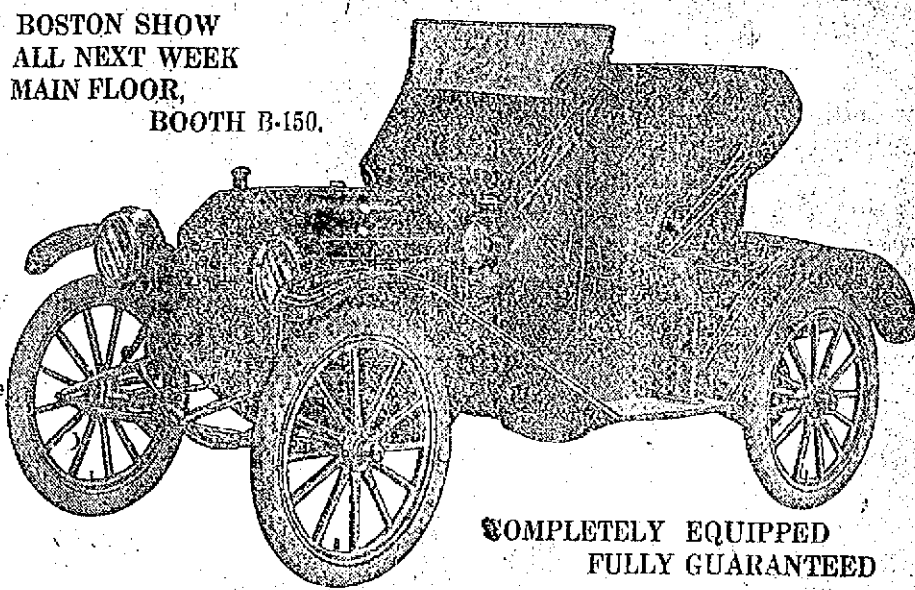
WINNER OF THE GLIDDEN TOUR

BOSTON SHOW

ALL NEXT WEEK

MAIN FLOOR,

BOOTH B-150.



COMPLETELY EQUIPPED
FULLY GUARANTEED

Most Economical Car To Operate

The METZ "22" saves you money when you buy it, and every hour you run it. It travels 28 to 32 miles on ONE gallon of gasoline, 100 miles on ONE pint of lubricating oil, and 10,000 to 12,000 miles on a single set of tires.

Standard equipment throughout, including 22-1-2 H. P. four-cylinder water-cooled motor, Bosch magneto, extension top, wind shield, full elliptic springs, all around, 5 lamps and gas generator, artillery wheels, best quality Goodrich clincher tires, left-hand

drive, center control and gearless transmission, which entirely does away with gear troubles.

America's classic road event, the annual Glidden Tour, was won last July by the METZ team of three cars, and they were the only cars that held PERFECT scores for the entire eight days of the contest. The METZ "22" is everything you want in a car—stylish, speedy, wonderfully economical and always reliable. Made in three styles of body and equipment, all on exhibition next week at the Boston show, booth B-150, Main Floor.

Write for New Illustrated Catalog "XX"

METZ COMPANY,

WALTHAM, MASS.

Boston Branch, 907 Boylston Street

Phone, Back Bay, 3647

TRAINS TO AND FROM BOSTON

Southern Div.			Portland Div.		
To	From		To	From	
Boston	Boston		Boston	Boston	
Lve. Arr.	Lve. Arr.		Lve. Arr.	Lve. Arr.	
6:45 6:50	7:30 8:37		6:45 7:50	8:40 9:00	
7:30 7:35	8:00 8:35		8:00 8:05	9:10 9:30	
8:15 8:20	8:40 8:55		8:40 8:45	9:50 10:10	
8:50 8:55	9:10 9:25		9:10 9:15	10:20 10:40	
9:30 9:35	9:45 10:00		9:40 9:45	10:50 11:10	
10:00 10:05	10:15 10:30		10:10 10:15	11:20 11:40	
10:30 10:35	10:40 10:55		10:40 10:45	11:50 12:10	
10:50 10:55	11:00 11:15		11:10 11:15	12:20 12:40	
11:00 11:05	11:10 11:25		11:40 11:45	12:50 1:10	
11:10 11:15	11:20 11:35		12:10 12:15	1:20 1:40	
11:20 11:25	11:30 11:45		12:40 12:45	1:50 2:10	
11:30 11:35	11:40 11:55		1:10 1:15	2:20 2:40	
11:40 11:45	11:50 12:05		1:40 1:45	2:50 3:10	
11:50 11:55	12:00 12:15		2:10 2:15	3:20 3:40	
12:00 12:05	12:10 12:25		2:40 2:45	3:50 4:10	
12:10 12:15	12:20 12:35		3:10 3:15	4:20 4:40	
12:20 12:25	12:30 12:45		3:40 3:45	4:50 5:10	
12:30 12:35	12:40 12:55		4:10 4:15	5:20 5:40	
12:40 12:45	12:50 1:05		4:40 4:45	5:50 6:10	
12:50 12:55	1:00 1:15		5:10 5:15	6:20 6:40	
1:00 1:05	1:10 1:25		5:40 5:45	6:50 7:10	
1:10 1:15	1:20 1:35		6:10 6:15	7:20 7:40	
1:20 1:25	1:30 1:45		6:40 6:45	7:50 8:10	
1:30 1:35	1:40 1:55		7:10 7:15	8:20 8:40	
1:40 1:45	1:50 2:05		7:40 7:45	8:50 9:10	
1:50 1:55	2:00 2:15		8:10 8:15	9:20 9:40	
2:00 2:05	2:10 2:25		8:40 8:45	9:50 10:10	
2:10 2:15	2:20 2:35		9:10 9:15	10:20 10:40	
2:20 2:25	2:30 2:45		9:40 9:45	10:50 11:10	
2:30 2:35	2:40 2:55		10:10 10:15	11:20 11:40	
2:40 2:45	2:50 3:05		10:40 10:45	11:50 12:10	
2:50 2:55	3:00 3:15		11:10 11:15	12:20 12:40	
3:00 3:05	3:10 3:25		11:40 11:45	12:50 1:10	
3:10 3:15	3:20 3:35		12:10 12:15	1:20 1:40	
3:20 3:25	3:30 3:45		12:40 12:45	1:50 2:10	
3:30 3:35	3:40 3:55		1:10 1:15	2:20 2:40	
3:40 3:45	3:50 4:05		1:40 1:45	2:50 3:10	
3:50 3:55	4:00 4:15		2:10 2:15	3:20 3:40	
4:00 4:05	4:10 4:25		2:40 2:45	3:50 4:10	
4:10 4:15	4:20 4:35		3:10 3:15	4:20 4:40	
4:20 4:25	4:30 4:45		3:40 3:45	4:50 5:10	
4:30 4:35	4:40 4:55		4:10 4:15	5:20 5:40	
4:40 4:45	4:50 5:05		4:40 4:45	5:50 6:10	
4:50 4:55	5:00 5:15		5:10 5:15	6:20 6:40	
5:00 5:05	5:10 5:25		5:40 5:45	6:50 7:10	
5:10 5:15	5:20 5:35		6:10 6:15	7:20 7:40	
5:20 5:25	5:30 5:45		6:40 6:45	7:50 8:10	
5:30 5:35	5:40 5:55		7:10 7:15	8:20 8:40	
5:40 5:45	5:50 6:05		7:40 7:45	8:50 9:10	
5:50 5:55	6:00 6:15		8:10 8:15	9:20 9:40	
6:00 6:05	6:10 6:25		8:40 8:45	9:50 10:10	
6:10 6:15	6:20 6:35		9:10 9:15	10:20 10:40	
6:20 6:25	6:30 6:45		9:40 9:45	10:50 11:10	
6:30 6:35	6:40 6:55		10:10 10:15	11:20 11:40	
6:40 6:45	6:50 7:05		10:40 10:45	11:50 12:10	
6:50 6:55	7:00 7:15		11:10 11:15	12:20 12:40	
7:00 7:05	7:10 7:25		11:40 11:45	12:50 1:10	
7:10 7:15	7:20 7:35		12:10 12:15	1:20 1:40	
7:20 7:25	7:30 7:45		12:40 12:45	1:50 2:10	
7:30 7:35	7:40 7:55		1:10 1:15	2:20 2:40	
7:40 7:45	7:50 8:05		1:40 1:45	2:50 3:10	
7:50 7:55	8:00 8:15		2:10 2:15	3:20 3:40	
8:00 8:05	8:10 8:25		2:40 2:45	3:50 4:10	
8:10 8:15	8:20 8:35		3:10 3:15	4:20 4:40	
8:20 8:25	8:30 8:45		3:40 3:45	4:50 5:10	
8:30 8:35	8:40 8:55		4:10 4:15	5:20 5:40	
8:40 8:45	8:50 9:05		4:40 4:45	5:50 6:10	
8:50 8:55	9:00 9:15		5:10 5:15	6:20 6:40	
9:00 9:05	9:10 9:25		5:40 5:45	6:50 7:10	
9:10 9:15	9:20 9:35		6:10 6:15	7:20 7:40	
9:20 9:25	9:30 9:45		6:40 6:45	7:50 8:10	
9:30 9:35	9:40 9:55		7:10 7:15	8:20 8:40	
9:40 9:45	9:50 10:05		7:40 7:45	8:50 9:10	
9:50 9:55	10:00 10:15		8:10 8:15	9:20 9:40	
10:00 10:05	10:10 10:25		8:40 8:45	9:50 10:10	
10:10 10:15	10:20 10:35		9:10 9:15	10:20 10:40	
10:20 10:25	10:30 10:45		9:40 9:45	10:50 11:10	
10:30 10:35	10:40 10:55		10:10 10:15	11:20 11:40	
10:40 10:45	10:50 11:05		10:40 10:45	11:50 12:10	
10:50 10:55	11:00 11:15		11:10 11:15	12:20 12:40	
11:00 11:05	11:10 11:25		11:40 11:45	12:50 1:10	
11:10 11:15	11:20 11:35		12:10 12:15	1:20 1:40	
11:20 11:25	11:30 11:45		12:40 12:45	1:50 2:10	
11:30 11:35	11:40 11:55		1:10 1:15	2:20 2:40	
11:40 11:45	11:50 12:05		1:40 1:45	2:50 3:10	
11:50 11:55	12:00 12:15		2:10 2:15	3:20 3:40	
12:00 12:05	12:10 12:25		2:40 2:45	3:50 4:10	
12:10 12:15	12:20 12:35		3:10 3:15	4:20 4:40	
12:20 12:25	12:30 12:45		3:40 3:45	4:50 5:10	
12:30 12:35	12:40 12:55		4:10 4:15	5:20 5:40	
12:40 12:45	12:50 1:05		4:40 4:45	5:50 6:10	
12:50 12:55	1:00 1:15		5:10 5:15	6:20 6:40	
1:00 1:05	1:10 1:25		5:40 5:45	6:50 7:10	
1:10 1:15	1:20 1:35		6:10 6:15	7:20 7:40	
1:20 1:25	1:30 1:45		6:40 6:45	7:50 8:10	
1:30 1:35	1:40 1:55		7:10 7:15	8:20 8:40	
1:40 1:45	1:50 2:05		7:40 7:45	8:50 9:10	
1:50 1:55	2:00 2:15		8:10 8:15	9:20 9:40	
2:00 2:05	2:10 2:25		8:40 8:45	9:50 10:10	
2:10 2:15	2:20 2:35		9:10 9:15	10:20 10:40	
2:20 2:25	2:30 2:45		9:40 9:45	10:50 11:10	
2:30 2:35	2:40 2:55		10:10 10:15	11:20 11:40	
2:40 2:45	2:50 3:05		10:40 10:45	11:50 12:10	
2:50 2:55	3:00 3:15		11:10 11:15	12:20 12:40	
3:00 3:05	3:10 3:25		11:40 11:45	12:50 1:10	
3:10 3:15	3:20 3:35		12:10 12:15	1:20 1:40	
3:20 3:25	3:30 3:45		12:40 12:45	1:50 2:10	
3:30 3:35	3:40 3:55		1:10 1:15	2:20 2:40	
3:40 3:45	3:50 4:05		1:40 1:45	2:50 3:10	
3:50 3:55	4:00 4:15		2:10 2:15	3:20 3:40	
4:00 4:05	4:10 4:25		2:40 2:45	3:50 4:10	
4:10 4:15	4:20 4:35		3:10 3:15	4:20 4:40	
4:20 4:25	4:30 4:45		3:40 3:45	4:50 5:10	
4:30 4:35	4:40 4:55		4:10 4:15	5:20 5:40	
4:40 4:45	4:50 5:05		4:40 4:45	5:50 6:10	
4:50 4:55	5:00 5:15		5:10 5:15	6:20 6:40	
5:00 5:05	5:10 5:25		5:40 5:45	6:50 7:10	
5:10 5:15	5:20 5:35		6:10 6:15	7:20 7:40	
5:20 5:25	5:30 5:45		6:40 6:45	7:50 8:10	
5:30 5:35	5:40 5:55		7:10 7:15	8:20 8:40	
5:40 5:45	5:50 6:05		7:40 7:45	8:50 9:10	
5:50 5:55	6:00 6:15		8:10 8:15	9:20 9:40	
6:00 6:05	6:10 6:25		8:40 8:45	9:50 10:10	
6:10 6:15	6:20 6:35		9:10 9:15	10:20 10:40	
6:20 6:25	6:30 6:45		9:40 9:45	10:50 11:10	
6:30 6:35	6:40 6:55		10:10 10:15	11:20 11:40	
6:40 6:45	6:50 7:05		10:40 10:45	11:50 12:10	
6:50 6:55	7:00 7:15		11:10 11:15	12:20 12:40	
7:00 7:05	7:10 7:25		11:40 11:45	12:50 1:10	
7:10 7:15	7:20 7:35		12:10 12:15	1:20 1:40	
7:20 7:25	7:30 7:45		12:40 12:45	1:50 2:10	
7:30 7:35	7:40 7:55		1:10 1:15	2:20 2:40	
7:40 7:45	7:50 8:05		1:40 1:45	2:50 3:10	
7:50 7:55	8:00 8:15		2:10 2:15	3:20 3:40	
8:00 8:05	8:10 8:25		2:40 2:45	3:50 4:10	
8:10 8:15	8:20 8:35		3:10 3:15	4:20 4:40	
8:20 8:25	8:30 8:45		3:40 3:45	4:50 5:10	
8:30 8:35	8:40 8:55		4:10 4:15	5:20 5:40	
8:40 8:45	8:50 9:05		4:40 4:45	5:50 6:10	
8:50 8:55	9:00 9:15		5:10 5:15	6:20 6:40	
9:00 9:05	9:10 9:25		5:40 5:45	6:50 7:10	
9:10 9:15	9:20 9:35		6:10 6:15	7:20 7:40	
9:20 9:25	9:30 9:45		6:40 6:45	7:50 8:10	
9:30 9:35	9:40 9:55		7:10 7:15	8:20 8:40	
9:40 9:45	9:50 10:05		7:40 7:45	8:50 9:10	
9:50 9:55	10:00 10:15		8:10 8:15	9:20 9:40	
10:00 10:05	10:10 10:25		8:40 8:45	9:50 10:10	
10:10 10:15	10:20 10:35		9:10 9:15	10:20 10:40	
10:20 10:25	10:30 10:45		9:40 9:45	10:50 11:10	
10:30 10:35	10:40 10:55		10:10 10:15	11:20 11:40	
10:40 10:45	10:50 11:05		10:40 10:45	11:50 12:10	
10:50 10:55	11:00 11:15		11:10 11:15	12:20 12:40	
11:00 11:05	11:10 11:25		11:40 11:45	12:50 1:10	
11:10 11:15	11:20 11:35		12:10 12:15	1:20 1:40	
11:20 11:25	11:30 11:45		12:40 12:45	1:50 2:10	
11:30 11:35	11:40 11:55		1:10 1:15	2:20 2:40	
11:40 11:45	11:50 12:05		1:40 1:45	2:50 3:10	
11:50 11:55	12:00 12:15		2:10 2:15	3:20 3:40	
12:00 12:05	12:10 12:25		2:40 2:45	3:50 4:10	
12:10 12:15	12:20 12:35		3:10 3:15	4:20 4:40	
12:20 12:25	12:30 12:45		3:40 3:45	4:50 5:10	
12:30 12:35	12:40 12:55		4:10 4:15	5:20 5:40	
12:40 12:45	12:50 1:05		4:40 4:45	5:50 6:10	
12:50 12:55	1:00 1:15		5:10 5:15	6:20 6:40	
1:00 1:05	1:10 1:25		5:40 5:45	6:50 7:10	
1:10 1:15	1:20 1:35		6:10 6:15	7:20 7:40	
1:20 1:25	1:30 1:45				

FRED H. TAYLOR

DIED IN A CAR

Fred H. Taylor, one of the best known mail carriers of this city and residing at 672 School street, died suddenly this morning on an electric car while on his way to work. Mr. Taylor was riding on the Middlesex street car which was scheduled to reach Merrimack square at 7:10 o'clock, and shortly before the car reached its destination Mr. Taylor was seized with what was believed to be a fainting spell. As soon as the car reached the square a hurried call for the ambulance was sent in, but when the ambulance arrived it was found that the man had passed away. The body was removed to the funeral parlors of Undertaker George W. Healey.



THE LATE FRED H. TAYLOR

ALLEGED COUNTERFEITER

A man whom the police believe to have a long record of crime was arrested shortly before 1 o'clock this afternoon on upper Merrimack street by Officers Breaud and Lemay, charged with passing counterfeit coins. When taken to the police station he at first gave his name as Omer Hugo but later admitted that his last name was Pichette. Where he comes from the police have as yet been unable to ascertain.

Pichette entered a shoe-shine parlor on Merrimack street around the noon hour and asked to have a 25-cent piece changed so that he could get a nickel with which to telephone. This the proprietor did for him but soon after Pichette had gone out he noticed the coin which he had changed looked like a newly minted piece of currency and picked it up to examine it more thoroughly.

He at once realized that the coin was lighter than it should be and then called in Officer Breaud and told him about the affair. The officer examined the quarter and at once saw that it was a counterfeit.

After getting a description of the man from his victim, Officer Breaud accompanied by Officer Lemay, started out in pursuit. The officers traced him up Merrimack street and it was only a short time before he was under arrest. Four counterfeit quarters were found in his possession at the station. Pichette proved to be a very incommunicative prisoner. As previously stated, he at first gave the name of Hugo. Inspector Walsh was sent out on the case.

The inspector learned that the arrested man had a room on Arkwright street and made his way there. In the closet he found an old suit which contained several letters addressed to "Omer Pichette, Suffolk street, Lowell, Mass." When the prisoner was confronted by these letters he at once admitted that his correct name was Pichette, but further than that would say nothing.

Captain James Brosnan, who was in charge of the police station at the time of the arrest, immediately got in touch with the federal authorities at Boston and the latter dispatched a deputy on the case. No definite steps will be taken in the case until Monday morning when Pichette will appear for a hearing in the local court. In all probability he will be turned over to the U. S. officers as soon as he enters a plea in Judge Enright's court.

JAS. CARDINAL GIBBONS

CURLEY APPOINTS MINTO

NEW ORLEANS, March 7.—"Prohibition never will be enforced in a Christian country," said Cardinal Gibbons in a statement made public here today. Cardinal Gibbons is paying his annual visit to his brother, John T. Gibbons of this city.

BOSTON, March 7.—To fill the vacancy caused by the resignation of Fire Commissioner Cole, Mayor Curley today appointed Election Commissioner Thos. Minto to succeed to the office. The new commissioner will immediately put into effect the 10 per cent reduction in the salaries of the fire department officials which Mayor Curley decreed earlier in the week.

DON'T FIND FAULT WITH THE COOK

Your stomach may be to blame. There are many causes of indigestion besides poor cooking. One of them is weakness of the stomach. When this is the cause, the stomach should be helped to perform its duty, not relieved of it, and more and more people are finding that Dys-pep-tics are pleasant to take and render just the right service. Buy a box at your druggist's for a quarter. Try them for sour stomach, wind in the stomach, heartburn or nausea.

JUST A REMINDER

Money deposited now will draw interest from March 7th.

Present rate 4%

MECHANICS SAVINGS BANK

202 MERRIMACK ST.

A. G. Cunnock, Pres.

C. H. Clouston, Treas.

THIRD EDITION

\$60,000 BEQUEST

BY LOWELL MAN

Supreme Court Affirms the Right of the State of New Hampshire to Bequest Made in Will of John Nesmith of This City

BOSTON, March 7.—The supreme court today affirmed the right of the state of New Hampshire to a bequest made in the will of John Nesmith of Lowell who died in 1869.

Nesmith, who was a native of New Hampshire, provided that \$60,000 and valuable real estate in Lowell, should go on the death of his widow and children to the state of New Hampshire for the support and education of its indigent blind.

The gift was accepted in legislation adopted in 1870 and reaffirmed in 1913.

Meantime, the heirs of Nesmith in Lowell contested the bequest on the ground that it was impossible for the beneficiary to comply with the conditions imposed by the testator.

The court holds that New Hampshire has a vested right to the bounty of Nesmith and that when the fund is available it will not be subject to a legacy or succession tax in Massachusetts.

PROF. ZUEBLIN ATTACKED

BY SPEAKER CHAMP CLARK

WASHINGTON, March 7.—Speaker Clark signalled his 64th birthday today by denouncing from the rostrum of the house the recent address by Charles Zueblin of Winchester, Mass., former professor of sociology in the University of Chicago assailing the speaker's counting of votes on the re-

port of the committee that investigated the Mulhall lobby charges. Democrats, republicans and progressives cheered and paid tribute to the speaker when he had finished.

Mr. Clark had read to the house a published article, quoting Zueblin's attack on his methods and the alleged ar-

bitrary dictation of the speaker and also Democratic Leader Underwood.

Clark branded Zueblin's statements as "untrue, brazen and outrageous," and a reflection on the integrity of the house. He quoted the figures of the Mulhall vote, pointing out that any member wishing to vote had four opportunities to do so.

NARROW ESCAPE 60 WERE KILLED

Chief Saunders of the fire department and his chauffeur, Harry Sanders, had a narrow escape from probable serious injury this afternoon, when the auto in which they were riding almost collided with an electric car at the junction of Appleton and South streets.

The chief's auto was being driven by Mr. Saunders up South street towards the South common at a fair rate of speed, while the electric car was going down Appleton street towards the square at about 1 o'clock. When the electric and the auto reached the junction of both streets, they almost collided and it was only the quick action of both the chauffeur and the motorist that prevented what would probably have been a serious accident. The electric car was brought to such a sudden stop that the many passengers were thrown against each other, but no one was injured.

ABEL CAMPBELL'S BILL

Mr. Abel R. Campbell's bill relative to expenditures of the school committee of Lowell will go to the committee on rules of the senate next week. It has already been before the committee on rules of the house where it was engineered by Rep. Victor P. Jewett. It will be taken care of in the senate by Senator Fisher and will later go to the committee on municipal finance. The bill provides that each year the city shall set apart \$5.25 of each \$1000 of taxable property, the taxable property to be based upon the average for the three preceding years' valuation, and added to that the school committee shall have for its own use all revenues received from the sale of department property; the tuition charges received from towns and the reimbursements received from the state on account of the industrial school.

EPIDEMIC OF MEASLES

The board of health report for the week relative to contagious diseases shows that there is a small epidemic of measles in progress, as 30 cases were reported during the present week. The number of cases of diphtheria was six and tuberculosis four. The death rate was 21.03 against 25.50 for the two previous weeks. The total deaths being 43 for the week.

The record is as follows: Infectious diseases reported for the week ending March 6, 1914: diphtheria, 6; scarlet fever, 1; typhoid fever, 1; measles, 30; tuberculosis, 4. Mortality of Lowell, for the week ending March 6, 1914. Population, 106,221; total deaths, 43. Deaths under age 16: infectious diseases, 2; acute lung disease, 11; diphtheria, 2; tuberculosis, 1.

SONG RECITAL

The entertainment in the People's club course Wednesday evening will be a song recital by Miss Edith Smith, soprano, of Portland, Me. A very delightful program will be presented by a young American singer who is exceptionally gifted. The general invitation is extended. Hall in Times building, Merrimack square. Take elevator.

RESERVE BANKS

WASHINGTON, March 7.—Secretary McAdoo today made public the following statement:

"The statement published this morning that the reserve bank commission had determined on eleven banks and had designated certain cities as the headquarters for such banks is mere fabrication. The committee has reached no conclusion, whatever, on this subject and in order that the country may be prepared for a recurrence of such statements we desire to say that any statements purporting to give the views or opinions of the committee in advance of their formal announcement are wholly unauthorized and absolutely speculative."

LOWELL MEN POISONED

It became known today that several persons in this city and Lawrence were poisoned at the banquet of the Lawrence chamber of commerce in the armory at that city one week ago last Thursday night. The cause has not been traced to the satisfaction of all concerned, but it is generally believed that chicken croquettes were responsible. Among the Lowell people who suffered were Mayor Murphy, John Cull, the mayor's private secretary, Francis Connor, inspector of buildings, Commissioner Donnelly and several others. Mr. Cull was very sick and said today that he thought his time had come. "I was never so sick before in my life," he said, "and I thought sure that I was going to die. I guess that everybody at the banquet, with the exception of Commissioner Morse, was sick, and he didn't eat any chicken croquettes."

MAYOR MURPHY

AGAINST TANGO



ANGELINA MARCOTTE

Will Angelina Marcotte tango at the Merrimack Square theatre? Well, perhaps so, and then again, perhaps not.

A three-column advertisement, tells us that Angelina will trip the light fantastic at that cosy playhouse, but something happened since the "ad" was written and inserted. Angelina is booked as "the famous tangoist" and it is stated that she will be seen in "the specific steps and forceful department which led to her sensational arrest and triumphant acquittal, assisted by a male partner."

Mayor Murphy read the notice in the paper and, after giving the matter due consideration, dictated the following letter, which, in its personal reflection on Manager Cull, will be considered needlessly severe by those who know that gentleman, regardless of their views in reference to the tango:

March 7, 1914.
To the Management of the Merrimack Square theatre, Lowell, Mass. Sirs:

I notice in your advertisement in the Lowell Courier-Citizen, today, that you advertise Angelina Marcotte to appear at your theatre for the first time beginning March 9.

If you believe that this is the character of entertainment and sensationalism that the people of Lowell are waiting for, it satisfies me that you are not a proper person to conduct Sunday entertainments in your house, and while I have no authority to prevent you from employing Miss Marcotte in your theatre, I can assure you that if she appears I will not grant any license to your house to conduct performances on Sundays.

Very respectfully,
Dennis J. Murphy,
Mayor of Lowell.

F. J. Carroll, manager of the Merrimack Square theatre, stated this afternoon that as a result of the mayor's letter he would cancel Miss Marcotte's engagement, and Angelina will not make her appearance before the foot-lights.

Clark branded Zueblin's statements as "untrue, brazen and outrageous," and a reflection on the integrity of the house. He quoted the figures of the Mulhall vote, pointing out that any member wishing to vote had four opportunities to do so.

Police officers have been in the habit of taking tickets at dances but they mustn't do it any more, for the mayor himself hath said it. He says they must give their whole and undivided attention to police work, and he sent the following letter of instructions to Supt. Welch of the police department this forenoon:

Lowell, Mass., March 7, 1914.
Redmond Welch, Supt. of Police.

Dear Sir:—I hereby notify you that on and after this date all police officers assigned by your department to dance halls shall devote their whole time and attention to police work and they will refrain from acting as ticket takers. It is not the duty of a police officer to act as a ticket taker. He should devote his whole time and energy to the supervision of the dance, with the sole idea in mind of maintaining order and decency.

Respectfully yours,
Dennis J. Murphy, Mayor.

Saved Some Money

George H. Brown, commissioner of finance, allows that he saved nearly four months' salary yesterday. He called for bids for the purchase at

discount of a temporary loan of \$200,000 in anticipation of revenue and received nearly a bid. No less than 117 bankers in New York and Boston were notified and not one of them replied. The city of Lowell does business with the First National bank of Boston and that bank was appealed to. Because of the fact that Lowell is a good customer the First National said it would, as a favor, reduce the market rate of \$150 to \$145. The commissioner of finance refused to buy money at this rate and later succeeded in placing it with Bond & Goodwell, Boston brokers, at \$2.70, and now he is crediting himself with a saving of \$738. The note in question is an eight months note and in view of the fact that not a single reply was received from any of the 117 bankers it would seem as if the banks haven't much use for short term notes.

You May Try It

If you are apparently drowned, or breathing your last from gas asphyxia just trot over to the police station and ask some cop, tangoer preferred, to apply the pulmotor. The mayor has had one of the machines installed at the police station or he is about to have it installed at a cost of \$185. It's a good thing and would come in handy in the event of a cop tangoing himself into unconsciousness. It is called the Draeger pulmotor and the people who sell it claim that it has already saved 54 lives after all other means of resuscitation had failed. It is absolutely automatic and a layman can use it just as well as a police officer or a doctor. Its action is controlled by the pressure and suction developed in the lungs and if you want to know any more about it you must get asphyxiated.

CHRISTMAS EVE PANIC

WITNESSES TESTIFY BEFORE CONGRESSIONAL INVESTIGATORS AT CALUMET.

CALUMET, Mich., March 7.—Persons who testified before the coroner's inquest last January that a man wearing a Citizens Alliance button started the Christmas Eve panic in this hall today repeated their assertions before Rep. Taylor of Arkansas and Rep. Casey of Pennsylvania, congressional investigators. Description of the man varied as greatly as it did before the coroner's jury, which body disregarded this line of testimony in reaching an open verdict.

Mrs. Joseph Jaskella testified that she was near the middle of the hall when a man who stood alongside yelled "Fire!" and then started for the door. She said he was a large man with a long overcoat and that he wore the button of the Citizens Alliance on his coat.

Mrs. Mary Koskotas said a large, stout man cried "Fire" and the panic started.

Mrs. Elizabeth Leash heard a loud voice cry "Fire" twice in English; then in Slavonic.

THE KASINO

The little rollers carry you safely, exhilaratingly and healthfully over the surface, for the very good reason that the rollers are most modern, the ventilation of the hall is perfect, and the surface is the smoothest and most spacious to be found in Lowell. Any time of the afternoon or evening of the last three days of the week, call in and see why the Kasino is so different. Band music at all sessions.

BANK PRESIDENT DEAD

TOPSHAM, Me., March 7.—Samuel Knight, president of the Topsham Savings Bank, died last night at his home in Brunswick, Me., after a long illness.

Country Water Service

Where city water service is not available—

Use an electric pump.

It starts and stops automatically.

It can be easily connected to your well.

Lowell Electric Light Corp.

55 Central Street.

Buy Chalifoux's.

Well Selected Stocks at Mark Down Prices.

—THE—

Removal Sale

Is the talk of Lowell. Best participate. Come down during this sale. Bargains that you cannot help appreciating. Selling is fast and furious.

COME TO

CHALIFOUX'S

THE MAN IN THE MOON

Such a storm as ushered in March was suggestive of cutting up high finks in celebration of old Winter getting his back broken. The wind and the rain combined in a ferocious attack upon the heaps of snow with results both effective and pleasing. They did the work of a thousand men and a hundred horses, doing work that might have cost the city of Lowell several thousands of dollars; in other words they knocked many days' work from many men's hands and this is a regrettable feature of this storm. The wind took unwarrantable liberties with ladies' skirts, and took men's hats to play football with. I saw one young man's hat whisked from his head and carried up at least forty feet in the air and for a time it remained there like a feather as though loath to fall to earth. It did, however, and the young man recovered his top piece, ruefully wiping off the wet and mud.

I saw many umbrellas turned inside out and saw one man go sprawling into a puddle of water. I know him, too. He had been in my presence and he hadn't fallen down all winter; and as I saw him lying low in the puddle, I couldn't help thinking about pride having a fall and of boasters getting boosted. He had laughed when I, one slippery day, sat down with more dignity than grace; so I laughed at him, whereas he appeared so angry that I laughed still more. Sunday evening from my position in front of the Sun building, while the storm was so violent, it was interesting to watch the hurrying, scurrying people rushing to and from cars. I observed that the show places seemed pretty well patronized, but as for the churches it took considerable courage and a whole lot of devotion in one to attend divine services. In most of the churches full pews were at a premium, I guess.

If from necessity or otherwise you went into the suburbs you encountered trouble from the moment you stepped from the car. Over in the Navy Yard you had to plan to make any progress at all and you were not equipped with rubber boots. Out there, slush was a foot deep and water ran in torrents. To get into a house I saw a man walk-

ing 50 yards on a stone wall. He was evidently a man of resourcefulness. Just now life in the country is not one grand sweet song for those obliged to travel the high roads. It is neither strolling nor wheeling and it takes all day to get anywhere. Getting out to town meeting represents a day's work. There's little to do except barn work if you do not live where the rock maple orchards grow. The picture the country presents at this time is one that depresses—mud, slush, patches of snow on fields of dirty brown. Even the pines, dulled by patient waiting, respond dismally to the wild winds of March.

Departing Friends.
It would seem that since the year 1914 came in that each week of it had seen a friend or two of mine called hence. The last week or more records the deaths of Jerry Mahoney and Arthur Sladen. I had known Jerry for about 35 years, while Arthur for close on 50 years or practically all of my life. Jerry I first knew in Maynard and later renewed old-time acquaintance when he came to Collinsville. Arthur went to school with played with, hunted with, swam, dished, slept, played yuck, stole apples with—In fact the picture of my youthful school days and the long vacation days would be incomplete without Chub Sladen in it. Arthur was big-hearted when a boy and it was even bigger in his manhood. His death, which occurred last Sunday morning, has brought back to me with renewed force the old associations; and while regret may sadden, memory comes smiling across the years to bless the tear that falls in Arthur's name for the old days.

Cafe Music.
I dropped into the Waverly Sunday evening and enjoyed a good dinner while listening to some excellent music furnished by a piano, violin and cello. This trio is composed of young men and each apparently is a capable performer on his instrument. They play an excellent class of music and also play with good expression. The manager of the cafe is well pleased at the result of his enterprise. He certainly has hit upon a decided attraction to help account the dining public with the excellence of his cuisine. I found out by talking with the young piano artist that the trio has been playing together for some time, but this is their first real public appearance. It hails from Pawtucketville and shows that that interesting burg can now and then produce something worth while.

The Ever-Flowing Rivers.
"All my life long I loved rivers and poets who sang of rivers," are the words of a great prose writer who had in his time seen many rivers, and I think a great many of us would subscribe to that sentiment. Quite a respectable number of us have never seen the yellow Nile flowing through the deserts of Egypt and her sands like some mysterious thought threading a dream. Nor have we seen the German Rhine and the French Rhone, the holy Rhine, or spent a night in June

upon the Danube. Still more of us know less of the Danube or the Volga, the Ganges or the Yangtze, the MacKenzie, the Niger or even the great Amazon, that seems almost to cut a continent in two. The great rivers of our own land, the Mississippi, Missouri, Arizona, St. Lawrence, Hudson, St. Lawrence, Ohio or Arkansas, travelers do not tell us much about yet they seem like old acquaintances we take pride in knowing by correspondence only.

Then there are the lesser rivers and streams fully as historic and celebrated in song and story, the "Sweet Thames" of Spencer and Collins, the To, the Apno, the Fox, the Quaker, the Avon, the Lee, the Doon, the Loch, the Charles and our own Concord. Then there's ancient Illness, in whose arid bed the Athenian women try to find water enough to splash their clothes in, by the spot, we read, where Socrates talked with Charmides beneath the plane. From this stream of ancient Greece we approach our two great New England rivers, the Connecticut and the Merrimack as ancient as any, more important and far more beautiful than many which have been named; and while indeed, history may not record more than 300 years back, it tells of growth of empire and progress both industrial and social. It is the Merrimack that is bound to us by ties of affection as well as of necessity. It made Lowell and every other humming like of industry upon its banks. It spins millions of spindles and supports thousands of people. Rising in a small New Hampshire town, it flows through many wavy, attractive ways across the sandy drift it passes Nashua, reaching Lowell as though attracted by the sea it turns and flows east and northeast until it enters the ocean at Newburyport. Would you know this river canoe it from source to where it merges into the sea? Many of us have passed our lives by this river and our acquaintance takes in but few miles of its course; yet that is quite enough to know its moods, its beauties, its speaking characteristics and its own invincible charm to induce and move. For miles in its deep channels it moves along as peacefully as a cloud, it is peaceful in its shallows, and as it trickles and swirls through its rapids it makes music most pleasing to the senses. Usually during a portion of the summer it reveals the nakedness of its bed, its ledges and boulders bring wholly exposed and its beauty widens. It is then a sight to gaze upon and you yourself would look pretty tough if you went on short rations for a while. Then it is that it falls at times to serve the mills with its usual faithfulness. At this time, too, we see it in its unattractive state. But when the water is running from the 12 inches over the falls to the 10 feet we have a full and most beautiful river, it not infrequently happens that it will flow like this for several weeks together. It all depends, of course, upon the rains and the springs which feed the mountain brooks up north.

Time was, probably before a mill was built upon its banks, before big towns and cities grew up beside it, when the salmon and other big fish abounded in the waters of the Merrimack, and when its cleanliness made it pleasant and safe to bathe in; but for a long time you haven't cared to catch the fish that live in it. It is then a sight to gaze upon and you yourself would look pretty tough if you went on short rations for a while. Then it is that it falls at times to serve the mills with its usual faithfulness. At this time, too, we see it in its unattractive state. But when the water is running from the 12 inches over the falls to the 10 feet we have a full and most beautiful river, it not infrequently happens that it will flow like this for several weeks together. It all depends, of course, upon the rains and the springs which feed the mountain brooks up north.

When the spring freshet is on our river becomes an object of more than ordinary interest; indeed, frequently the rising waters cause many property owners and people living upon its banks deep concern. "To see its waters on a rampage, folks will go out of their way and will even come from a distance. And no wonder! It is a spectacle of power, a power regulated and controlled by man who as he has harnessed the river to serve society, sees to it that it keeps within bounds. Even though the flood may pour 12 feet or more over the dam at Pawtucket bridge we experience no feeling of alarm; we look at the rushing waters and remember the guard locks that Francis built over there near Broadway. Still, as you gaze you are awed, fascinated, and strangely moved. You are impressed by the grandeur and the irresistible onward rush. It tumbles, swirls and dashes against the rocks with fury. It tosses great pieces of ice and ice trunks about as easily as it would a boat. It roars and hisses as it passes under you as though it coveted the possession of your body. The unfortunate whose life went out beneath its waters and whose body was not recovered never will be now; for the river is being stirred to its very bed. The body of the lost will probably rest beneath the salt waves, there to lie until the sea gives up its dead.

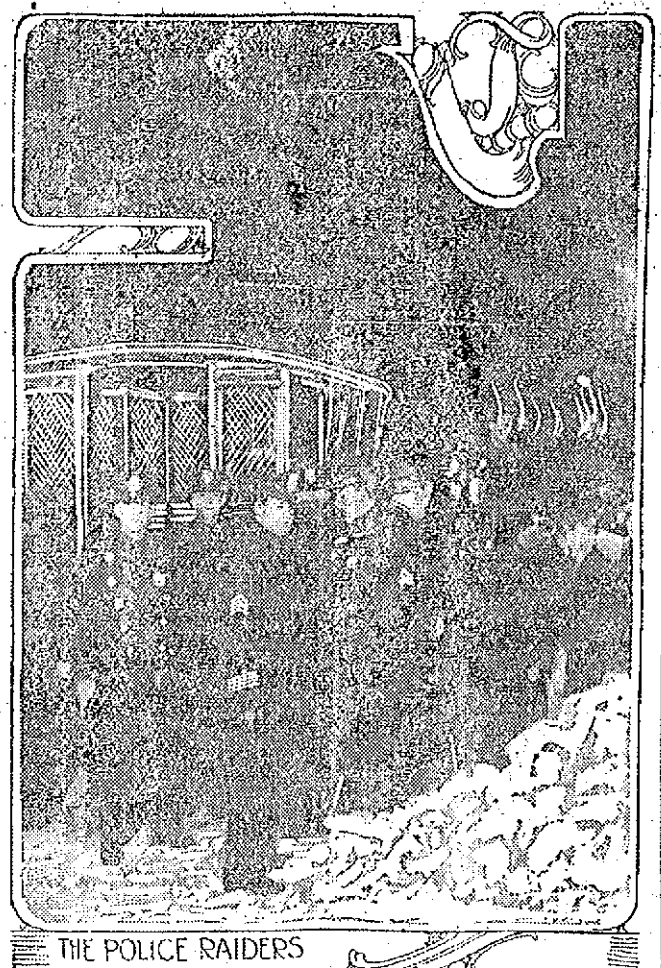
Years ago when I was a lad (some years) and lost were driven upon the upper Merrimack, a freshet, usually meant much loss to the lumber men. Not for years have we enjoyed the spectacle of logs coming over the dam and whirling through the rapids. I vividly recall the occasions when I accompanied an old-time river boatman in his quest for a log lighter in the river below the rapids. These log planks captured were scarcely worth the risk we took, but I was a kid who thought it great fun.

The first few days seemed to indicate that an unusually big freshet was imminent, but weather changes appear to have checked the flood. Not yet has the ice broken up and the water has not risen more than six feet over the dam at Pawtucket bridge. Although you never can tell at this stage of the game, it is probable that the water will not be but 10 feet higher. Anyway, river men are not predicting high water anything like that of 1896. But the river is well worth looking at even now, and its big card, the going out of the ice, still remains to be seen and enjoyed. Even now stray logs venture over the dam and as the cold rapids only be held up by the cold army below that awaits the order to march. When this army starts on its journey to the sea that of the upper river will be ready to advance. With conditions favorable the river is freed from ice in a remarkably short space of time. I have known the ice to go out in a single night.

The Merrimack! Notwithstanding that a corporation claims to own it, and all it is still our own to have and to hold, to love and protect. Threaten and others have paid tribute to it in appropriate times, and Whittier, who was born and lived for years as we live, upon its banks, has sung its beauties in charming verse. The Indian has drunk beside it and has related his canoe on its surface. He fought for its possession. The white man has utilized it to the end that thousands upon thousands now live and prosper by it. When pure the savage lived by it; under civilization it is improved. It is flowed by these hills, woods and fields for ages, and after our distant children are gone and the last man has looked at its waters for the last time it will still flow on with its springs of earth and the waters of the sea dry up and this world becomes a useless body—an orb of fire wandering through space.

MAN IN THE MOON.
WAS FOUNDER OF TRADE ASSO.
ROCKLAND, Me., March 7.—Alvin T. Whittier, founder of the Citizens' Trade Association of the Cambridge, Mass., and for president of the Maine Quarter Century Traveling Men's association, died yesterday. He had been a resident of Cambridge up to eight years ago. He was a veteran of the Civil war.

W. W. MOB LEADER HELD



Tannenbaum Charged With Inciting Riot in N. Y. Church—\$30,000 to Fight Case

NEW YORK, March 7.—Frank Tannenbaum, the 31-year-old industrial worker of the World and leader of a small army of unemployed, who have been invading churches for the purpose of getting food and lodging, was held yesterday for the grand jury in connection with the raid of Wednesday night at St. Alphonsus church by Tannenbaum and 150 of his followers. Tannenbaum, who had been released on \$7500 bail after his preliminary hearing, was held in the same bail. The charge against him is inciting a riot, a felony.

Two members of his "army" of unemployed were earlier in the day sentenced each to 30 days at hard labor. Tannenbaum did not take the stand in his own defense. The evidence submitted consisted of reports of speeches

made by Tannenbaum and Rutgers square and testimony by police officials and Fathers Schneider and Koester of St. Alphonsus church. A motion by the defense that the case against Tannenbaum be dismissed on the ground that he had committed no act of violence against property or person was denied. Max Appel, secretary of the International Workingmen's Defense league, organized last Wednesday night, stated last night that \$30,000 had already been raised for the defense of Tannenbaum. By the end of the week, he said, the sum of \$200,000 would be available. Frank Strong Hamilton and Harry Kling, lieutenants of Tannenbaum, will meanwhile, carry on the movement inaugurated, according to Appel. This afternoon a mass meeting will be held for the unemployed on Union square, he said, and the next place to be visited by the men would be Temple Beth-El.

\$20,000 FIRE IN EVERETT.
EVERETT, March 7.—The factory of the National Metallic Bed company on Orient avenue, was burned tonight. The cause of the fire is unknown. The loss is \$20,000.



The First Sneeze is a Danger Signal

Don't neglect the first symptoms of a cold—
The first sneeze—the first chill is the danger signal. Then is the time to take



Cures a cold in 24 hours—cures la grippe in three days. It cures the first symptoms of a cold. The first sneeze—the first chill is the danger signal. Then is the time to take

W. H. Hill Company
Detroit, Michigan

COME TODAY
To our Annual Challenge Sale of Sheets, Pillow Cases and Sheetting at about 2-3 regular prices
—And—
Our Wind-up Sale of all Winter Garments at prices that are below cost of material.
BON MARCHE DRY GOODS CO.

TAFT'S NAME REJECTED STABBED WIFE 4 TIMES

FORMER PRESIDENT TURNED DOWN FOR MEMBERSHIP ON BOARD OF TRUSTEES FOR B. & M.

BOSTON, March 7.—William H. Taft, former president of the United States, has been turned down by Attorney-General McReynolds for membership on the board of trustees of the Boston & Maine road.

Some time ago his name was considered by the federal department of justice as one of the five men to dispose of the Boston & Maine holdings of the New Haven.

It was rejected on the ground that President Taft had sanctioned the action of Attorney-General Wickersham in reversing the decision made under the Roosevelt administration that the merger of the New Haven and the Boston & Maine was illegal.

The name of ex-President Taft was presented to Attorney-General McReynolds by the officials of the New Haven road at conference, held some weeks ago and previous to the active participation in the matter by Governor Walsh and Public Service Commissioner Geo. W. Anderson of Massachusetts. It is understood that his name came before the federal department in the recent conference, with the same result as before. It was announced last night from Washington that Senator Gilkey had again pressed the name of ex-president upon the department of justice.

Although no member of the department of justice will be quoted, the opinion is expressed that there is an obvious intention on the part of the senior senator from New Hampshire to embarrass the government in the proposed new going on. It appears that there is a lively row in progress in New Hampshire between the stand-pat faction, as represented by Senator Gallagher, and the radicals, as represented by Senator Hollis on the question of naming a member for the board of trustees. The only name made public in this connection to date is that of Allen Hollis, brother of the senator.

In view of the friendly relations existing between the Wilson administration and former President Taft, the action of the federal department of justice in rejecting his name for the board of trustees of the Boston & Maine is sure to cause considerable comment. While the settlement of the dead of trust between the department of justice and the New Haven officials is still "in the air," it is apparent that there has been at least an agreement on the part of both parties that former Chief Justice Marcus Knowlton of Massachusetts will be the chairman of the board of trustees. Mr. Knowlton is the choice of Gov. Walsh.

Asked last night what he thought of the suggestion made by Senator Gallagher recommending ex-President Taft for chairmanship of the board of trustees, Gov. Walsh made it evident that he did not favor it, stating that he believed the member selected should be from northern New England.

SOCIAL AND FRATERNAL
The regular meeting of Merrimack Valley Lodge of Odd Fellows was held last evening with Noble Grand Joseph Pearson in the chair. Considerable business of a routine nature was transacted after which the following program was given: Songs, John Curran, P. G., Charles Cullum, Edmund Dunckerly; violin solo, Thomas Lynch; cornet solo, E. Isherwood; piano solo, Andrew Holroyd, and musical selections by the Merrimack Valley lodge orchestra. The accompanist of the evening was P. G. John Richardson.

WANTS INVESTIGATION
CHICAGO BOARD OF TRADE WOULD WELCOME INQUIRY OF GRAIN EXCHANGES

WASHINGTON, March 7.—An exhaustive investigation of grain exchanges, preferably by a joint commission of members of congress and business men selected by the president, would be welcomed by the Chicago board of trade. Officers and members of the board so declared yesterday before the house rules committee in favor of a charge that the board is involved in a monopolistic combine which arbitrarily fixes the price of wheat on the futures. The committee will conclude its hearing on the Monahan resolution urging an investigation today, which includes members of the Minneapolis chamber of commerce will be heard. Tentative plans for an investigation to extend to all grain and cotton exchanges already are under consideration.

WANTS INVESTIGATION
CHICAGO BOARD OF TRADE WOULD WELCOME INQUIRY OF GRAIN EXCHANGES

President C. H. Canby, Vice President J. P. Griffin and former President H. H. Sawyer of the Chicago board were before the committee yesterday, all denying there was even a possibility of monopoly, and describing the present system of marketing grain products as the best of human ingenuity, they said, yet evolved. "The backbone of the system, the method that made it possible to give the grower every day a market for his products,"

JUDGE LOWERS MAN'S BAIL WHO ATTACKED HIS WIFE WHEN SHE SAID 'I SHOULD WORRY'

GLOUCESTER, March 7.—A sneering "I should worry," from his wife, led James Ehler to stab her four times in the breast and all but kill her, he testified in court here this morning.

"I fully realize your position," said Judge York, "and will try to get you bailed out. In the meantime, I will reduce your bail from \$5000 to \$3000." Ehler told with such effect of his attack on his wife, Feb. 26, after he had tried in vain to win her away from the house of a woman named Mary Cady, that the court took this unusual action, although Mrs. Ehler's life still hangs by a thread as a result of her injuries.

DEFIES THAT TOWER LEANS
BOSTON, March 7.—Collector Edmund Billings denied yesterday the report that the new tower on the old custom house at the foot of State street had started to lean.

"I was up on the steel girders of the ninth story the other day," said he, "with Mr. Peabody, the architect, and we failed to find any indication of the tower leaning."

Spring Blood and System Cleanser
During the winter months impurities accumulate, your blood becomes impure and thick, your kidneys, liver and bowels fail to work, causing so-called "Spring Fever." You feel tired, weak and lazy. Electric Bitters—the "spring tonic and system cleanser"—is what you need; they stimulate the kidneys, liver and bowels to healthy action, expel blood impurities and restore your health, strength and ambition. Electric Bitters makes you feel like new. Start a four weeks treatment—it will put you in fine shape for your spring work. Guaranteed. All druggists, 50c and \$1.00. H. E. Bucklen & Co., Philadelphia or St. Louis.

Union Sheet Metal Co.
LARGE & MODERN
Makers of automobile sheet-metal parts
Fenders made from fender metal
Experts on repairing radiators and lamps
We do lead-burning.
337 Thorndike Street.
Tel. 1369. Davis Sq.

CARROLL BROS.
Plumbers, Steam Fitters and Sheet Metal Workers
35 Middle St. Telephone 1650

WHEN YOU BUY, BUY A CYPHERS INCUBATOR
The kind that will turn out plenty of chicks, "with the kick in them."
Fifteen years' practical use in all countries, under all conditions, make it the best machine for any Poultry Raiser.

BARTLETT & DOW
216 Central Street

DANDELION
TABLETS AND PILLS
A Miracle as a Blood Purifier
Say thousands who have used them. A positive cure for Rheumatism, Constipation and Bad Breath. Best remedy for Liver, Kidney and Stomach. Eliminates all poisons from the system without griping. Purely vegetable and guaranteed under Pure Food and Drug Law. Free samples on request to SCHENCK CHEMICAL CO., 51 Franklin Street, New York. 25 cents a box at
HALL & LYON CO., 67-69 Merrimack Street, Lowell, Mass.

Make Your Dollar Produce More in a New York City Hotel
Two Specialties
A pleasant room with private bath, facing large open court.
An excellent room with private bath, facing street, Southern exposure.
Also attractive rooms without bath from \$2.00. The Restaurant prices are most moderate.

THE HOTEL MARTINIQUE
"THE HOUSE OF TAYLOR"
Established 1848
Broadway, 32nd and 33rd Streets
New York
CHARLES LEIGH TAYLOR, President
WALTER CHANDLER, JR., General Manager
WALTER C. GILSON, Vice-President

The VANDERBILT HOTEL
34th ST. EAST AT PARK AVE., NEW YORK.
Subway Entrance.
"An hotel of distinction with moderate charges"
Within five minutes of principal railway terminals.
Situation ideal.
TARIFF: Single rooms, \$12.50; Double rooms, \$15.00; Double bedrooms, \$18.00; Suite—Parlor, bedroom and bath, \$25.00; Suite—Parlor, bedroom and bath, \$30.00.
Each room with bath.

Special Fried Chicken 50c
TURKEY DINNER
EVERY SUNDAY
Special Supper Every Day Except Sunday, 5 to 7.30 P. M., 25c
CHIN LEE CO., 117 MERRIMACK STREET
PLENTY OF PRIVATE DINING ROOMS

LAWYERS IN FIST FIGHT COLE DEFIES HUB MAYOR

Former Asst. U. S. Dist. Atty. Sullivan Knocked Atty. Jacobs to Floor After Bankruptcy Case Will Not Name Grady — Calls Chief Mullen's Force-Out "Most Wicked and Cruel"

BOSTON, March 7.—A lively row in room yesterday just after Referee Olin, which former Assistant United States District Attorney E. Mark Sullivan, knocked Attorney Jacob Josephs to the floor with his clenched fist occurred in the United States bankruptcy court.

MRS. WINN'S ADVICE TO WOMEN

Take Lydia E. Pinkham's Vegetable Compound and be Restored to Health.

Kansas City, Mo.—"The doctors told me I would never be a mother. Every month the pains were so bad that I could not bear my weight on one foot. I began taking Lydia E. Pinkham's Vegetable Compound and had not finished the first bottle when I felt greatly relieved and took it until it made me sound and well, and I now have two fine baby girls. I cannot praise Lydia E. Pinkham's Vegetable Compound too highly for what it has done for me. I always speak a word in favor of your medicine to other women who suffer when I have an opportunity."—Mrs. H. T. Winn, 1225 Fremont Ave., Kansas City, Mo.



Read What Another Woman Says: Cumming, Ga.—"I tell some suffering woman every day of Lydia E. Pinkham's Vegetable Compound and what it has done for me. I could not eat or sleep, had a bad stomach and was in misery all the time. I could not do my housework or walk any distance without suffering great pain. I tried doctors' medicines and different patent medicines but failed to get relief. My husband brought home your Vegetable Compound and in two weeks I could eat anything, could sleep like a healthy baby, and walk a long distance without feeling tired. I can highly recommend your Vegetable Compound to women who suffer as I did, and you are at liberty to use this letter."—Mrs. CHARLIE BAGLEY, 11 S. Cumming, Ga.

Read What Another Woman Says:

Cumming, Ga.—"I tell some suffering woman every day of Lydia E. Pinkham's Vegetable Compound and what it has done for me. I could not eat or sleep, had a bad stomach and was in misery all the time. I could not do my housework or walk any distance without suffering great pain. I tried doctors' medicines and different patent medicines but failed to get relief. My husband brought home your Vegetable Compound and in two weeks I could eat anything, could sleep like a healthy baby, and walk a long distance without feeling tired. I can highly recommend your Vegetable Compound to women who suffer as I did, and you are at liberty to use this letter."—Mrs. CHARLIE BAGLEY, 11 S. Cumming, Ga.

Avoid Impure Milk for Infants and Invalids

Get **HORLICK'S** Malted Milk. It means the Original and Genuine Malted Milk. Others are Imitations. The Food-Drink for all Ages.

Milk, malted grain in powder form. More healthful than tea or coffee. Infants, invalids and growing children. Agrees with the weakest digestion. Is nutritious, upbuilding the whole body. Keep it on your sideboard at home. Ignores nursing mothers and the aged. A quick lunch prepared in a minute.

Take no substitute. Ask for **HORLICK'S**. **HORLICK'S** Contains Pure Milk.

DR. T. J. KING'S NEW LOCATION 158 MERRIMACK STREET

Next to Pollard's, Opposite Lion Marche. Here at last is an ideal location, centrally located, light, clean and modern. I have fitted up my office with every known appliance for the practice of absolute painless dentistry and take pride in placing at the disposal of the people of Lowell the light and most modern dental office in this section.

I Promise Not to Hurt You. No Pain and No High Prices. I do beautiful work, do it painlessly and charge you 50% less than other reputable dentists. WILL YOU TAKE ADVANTAGE OF THE GREATEST DENTAL OFFER EVER MADE IN THIS CITY? I want new patients and I am making you these low prices so that you can have that dentistry you have been putting off so long through fear and high prices.

FULL SET OF TEETH \$5. Gold Fillings \$1.00 up. Silver Fillings 50c up. Pure Gold Crowns \$4.50. Bridge Work \$4.50. H. E. McNALLY, D. M. D., Manager.

Dr. T. J. KING, 158 Merrimack St., Lowell. Phone 3800. Dental Nurse in Attendance. French Spoken.

BOSTON, March 7.—Fire Commissioner Charles H. Cole, on the eve of his retirement from the Boston fire department, threw down the gauntlet to Mayor Curley yesterday by refusing to appoint his own successor, Deputy Chief John Grady, chief of the department, and by declining to reduce the salaries of the officials of the department as ordered by the mayor.

In a letter sent by special messenger to the mayor last evening, the fire commissioner asked the mayor to accept his resignation at once and to appoint an acting fire commissioner. He also asked the mayor to reduce the salaries of the officials of the department as ordered by the mayor.

The commissioner's statement on the retirement of Chief Mullen is as follows: "In spite of perfunctory letters of commission, the manner in which the veteran chief of the Boston fire department, John A. Mullen, has been forced out is one of the most wicked and cruel things in the history of the city."

There is a wide open breach between the commissioner and the mayor over the retirement of Chief Mullen, and the only reason it is believed that the commissioner's resignation was not accepted last evening instead of today is that the mayor was not at city hall last evening when the special messenger arrived with it.

Unless the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

A MOCK DIVORCE TRIAL

Furnished Fun for the Greenhalge Debating Society at the Lowell High School Yesterday

The Greenhalge Debating Society of the high school took part in a mock trial yesterday afternoon, which was the most ambitious and in every way the most successful affair of its kind held during the year. Knowledge of the large cast, the ludicrous situations, and the many earnest rehearsals had aroused a great deal of interest among the high school pupils and their friends and over 300 persons were in the high school hall at 3 p. m. to see the presentation of the case of "Peck vs. Peck"—a truly perplexing divorce case.

The burlesque sketch was a mock court trial before a feminine judge and jury, and there was ample play of all the quaint peculiarities ascribed to the ultra modern woman by her enemies. "Mrs. Harry Peck" charged her husband with cruel and abusive treatment because when she was a candidate for wideman he refused to give \$100 towards her campaign expenses, and, furthermore, showed his incompatibility of temperament with hers by trying to heat out her beams with a feather duster. Naturally there was quite a little sympathy for the terribly abused wife among the jury, but their individual tendencies warped their judgment, and as they discussed the case with the most ridiculous gravity, the effect was funny in the extreme. The judge, it must be confessed, paid a great deal of attention to the angle of her hat, and it was fortunate that the ends of triumph were attained at all, for the mirror that had been left in the court room by an oversight almost took up her entire attention. As among the jury were almost all the well known comical types, and as the lines were as incongruous and unrelated to judicial usage as the personnel of the jury, the trial was one of the most amusing farces seen locally in a long time. Luckily, it ended happily as the jury proposed a compromise that was agreed to mutually.

To pick out any of the principals would scarcely be just to the others for the work of all was excellent, and the score or so of young ladies who took part, with the incidental gentleman, or two, deserve a great deal of credit for their finished presentation. Any praise given to the cast will naturally reflect favorably on the director, Miss Josephine Sifter, who, among the other list of successes at the high school.

Yesterday's presentation was the last of the season, and the officers who have presided over the society so ably received congratulations on all sides. These officers were: President Edward Martin, First Vice President Katherine McManmon, Second Vice President T. B. Higgins, Secretary Nellie Herzer, Treasurer William Dennett, Sergeant-at-Arms Frank Lyons, and the director, Miss Joyce.

The judge of the court, "The Honorable Josephine Sifter," was Miss Dorothy Rioridan. Miss Helen E. Choate was "Miss Fannie Notes," clerk of the court. Miss Kathryn Flahaven was the libellant, "Mrs. Henry Peck," and George H. Pardeck was the libellee, "Mr. Henry Peck." The libellant's counsel, "Mrs. Jane Halloway," was Miss Alice Dineen and counsel for the libellee, "Miss Ina Stinger," was Miss Evelyn P. Rich. The witnesses were "Miss Howe Lovely," and "Mrs. Paul Pry," (Mary E. Gordon and Harriet L. McKelton) for the libellant and "Mr. Fry" and "Mr. Jacob Gobsky" (John Walsh and Wm. R. Sydeman) for the libellee.

The 12 jurors were as follows: "Miss Gummor" of the Nickelodeon, Margaret M. Garvey, "Miss Olgerston," a Swede, Dorothy I. Driscoll, "Mrs. Stumps," a politician, Suzanne Long;

PROMINENT ON DIAMOND

FRENCH-AMERICAN PLAYERS ARE IN ALL THE BIG LEAGUES

Statistics show that the French-Canadians are gaining in numbers in the game of baseball and now there are some in every league in the country. A few years ago the number of French-Canadians who whirled the ball or handled the bat was very small, but now there are no less than 115 clever players listed among the various leagues in the country, and for the benefit of the fans who are interested in the list of French-Canadians in the baseball game follows:

International League: Lalonde, Boucher, Verbeet, Caporal, Morissette, Paré, Capron, Laithe, Fabrique. American Association: Bozelle, Lallier, Clothier, Roudéau, Laporte, Barbeau, Devost, Baskette. Western League: Gaspar, Chellette, Southern League: Marceau, Martel, Gaudin, Oriet, Paulet. New York State League: Cadore, Caporal, Papalau, Decher. Eastern Association: Greiner, Taguer, Duchesne, Demott, Genest, Gervais, Oberlin.

Three-I League: Boucher, Tratter, Central League: Vallée, Lejeune, Texas League: Dobard, Chappelle, Renard.

New England League: Rutledge, Dreyfus, Lavigne, Degroot, Northwestern League: Giro, Cadron.

Wisconsin-Illinois League: Chouard, Baillet, Canadian League: Chapdelaine, Deniau, Leclair, Casse, Clermont, Lamonde.

South Atlantic League: Dedon, Maurer, Virginia League: Gaston, Chastant, Laval, Leshire.

South Michigan League: Cote, Central Association: La Salle, Anderson, Chellette, Derose, Gelsin, Illinois-Missouri League: Sallard, Carreau.

Texas-Oklahoma: Bodet, Deloquet, Union Association: Oriet, Perrine, Chagnon.

Appalachian: Breau, Ramage, Western Tri-State: Gard, Lodel, Varlan.

Michigan State: Bonine, Bartelley, Tallon, Blaque, Tancat, Ayette, Chapelle.

Border League: Gallant, Gaseau, Amiel, Loranger, Robidoux, Breyer, Mercure.

Nebraska State: Berte, Heriot, Northern League: Menieue, Clothier, Bachant, Lizzette, Sherin, Urban, Levette, Briere.

Kansas: Laframboise, Provost, Murie, New York-New Jersey: Dufresne, Besique, Mosher, Rulter, Delanger.

400,000 MADE RETURNS

INCOME TAX LAW WILL PRODUCE ABOUT \$50,000,000 A YEAR IN REVENUES

WASHINGTON, March 7.—The income tax law bids fair to live up to the expectations of the administration by producing about \$50,000,000 annually in revenue paid by approximately 425,000 individuals.

Although treasury officials decided last night not to make public for the present the reports of internal revenue collectors, it became known that more than 400,000 individuals had made returns in the collection districts up to Monday midnight, when the time limit expired. From these individuals it was understood the government probably would collect more than \$10,000,000.

It has been the opinion among officials that thousands of individuals would take advantage of the 30 days' extension of time granted in case of absence and sickness, and they expect the final figures to show at least 25,000 more reports than were given in the preliminary stage from collectors.

Including the corporation tax as amended in the present law it was estimated that the annual revenue from this source would amount to about \$35,000,000.

HIGH COST OF LIVING

BOSTON, March 7.—Thomas N. Carver, director of the rural organization bureau of the department of agriculture, said that one cause of the high cost of living was the tendency of the country boy to leave the farm for the prospects offered in the cities.

"This disadvantage," he said, "cannot be overcome by unloading the surplus production of the cities on the land. The salvation of the nation lies in keeping the rural youth on the farm."

Carver means to end, the speaker mentioned, intelligent cooperation among farmers, betterment of living conditions in rural districts, and proper education along agricultural lines.

DEFENDS SCHOOL SYSTEM

PRESIDENT OF VERMONT UNIVERSITY. CRITICIZES CARNEGIE FOUNDATION'S REPORT

MONTPELIER, Vt., March 7.—The recent finding of the Carnegie foundation, in which the educational system of Vermont institutions was severely criticized, was attacked yesterday by President Guy Potter Benton of the University of Vermont. Chief Justice George H. Powers of the supreme court, who is one of the trustees, and others.

The Vermont Educational commission gave a hearing yesterday at the state house and took the matter under advisement, pending the issuance of their report to the legislature.

Justice Powers and the others denied that the federal appropriation of \$30,000 for the agricultural school was being misapplied, but admitted that the system of teaching agriculture was not practical. The speakers also attacked the statement made in the report of the foundation to the effect that there was a "gentlemen's agreement" among the trustees of the University of Vermont, Middlebury and Norwich, allowing them "to dip their hands" into the federal fund.

B. F. KEITH'S

LOWELL'S LEADING THEATRE WEEK COMMENCING MONDAY, MARCH 9

RETURN ENGAGEMENT OF

Hardeen

KING OF THE HANDCUFFS The Sensation of Two Hemispheres!

HARDEEN

Plays a Return Engagement at Keith's by Popular Demand. Holds the Attendance Record at Keith's. Presents Many New and Sensational Feats This Season. Defies the Police Departments of the World. Escapes from Handcuffs, Packing Cases, Crates, Trunks, Barrels, Crazy Cribbs, Steel Safes, etc.

7--OTHER FEATURES OF KEITH MERIT--7

1000 Matinee Reserved Seats.....10 Cents

LOWELL OPERA HOUSE

8 Nights Matinee and Evening Beginning

Thursday, March 12

LOUISA M. ALCOFF'S WORLD FAMOUS CLASSIC OF PURITAN NEW ENGLAND HOMELIFE

LITTLE WOMEN

A Tender Page of Life Treasured in a Million Memories

Positively original New York Company and Production, Coming Direct From Its Notable Run at the Majestic Theatre, Boston.

PRICES First 12 Rows \$1.50; Next 8 Rows \$1.00; Bal.—First 5 Rows 75c, Next 4 Rows 50c; First 12 Rows \$1.00, Next 8 Rows 75c; Entire Balcony 50c; Gallery 25c

Mail orders accompanied by check or money order will be filled in the order received and mailed back when accompanied by self-addressed stamped envelope, prior to opening of regular box office sale.

THE PITTSBURGH FEDERALS

WILL PLAY AT EXPOSITION PARK, WHERE PIRATES FORMERLY ENTERTAINED

PITTSBURGH, March 7.—Exposition park, the home grounds of the Pittsburgh National league club for a score of years, will be taken over by the Pittsburgh Federal league club this year. The first act of Edward W. Gallagher, who has purchased control of the local Federals when he returned to Pittsburgh today was to announce that the stands would be remodeled and enlarged and that the playing field would be improved.

A new board of directors and a new set of officers will be named next Tuesday. Brownie Gessler, who will be retained as manager, will leave for Lynchburg, Va. with his team next Thursday.

VINCENT CAMPBELL, A FID

INDIANAPOLIS, March 7.—Vincent Campbell, an outfielder with the Pittsburgh and Boston teams in 1911 and 1912, has signed with the Indianapolis Federal league team this year.

Lowell Opera House

The House of Warner, TODAY

Warner Features, Inc. Present

The Web of Fate

In Three Parts Featuring Miss "Dot" Farley

5--OTHER FEATURES--5

BORDES' CONCERT ORCH. Children 5c—Admission—10c Adults

OWL THEATRE

IT WILL BE GOOD JEAN'S EVIDENCE THE MUTUAL GIL COURTSHIP OF OSAN And Many Others Reserved Seats 10c

THE KASINO

Roller Skating Last Three Days of the Week Afternoon and Evening

BIG TRACK MEET

Lowell High School vs. Boston English High School SATURDAY EVE.

MERRIMACK SQUARE THEATRE

Lowell's Favorite Theatre

All Next Week—Matinee at 2—Evenings From 7 o'clock

The Attention We've All Been Waiting for—THE GIRLY WHIRL

BEN TOY Musical Comedy

A harmonizing conception of rent comedians, clever singers and dancers and girls—mostly girls—presenting complete musical comedies at popular prices.

Monday, Tuesday and Wednesday A DAY AT SUNNYSIDE Complete production. Full strength of company.

Thursday, Friday and Saturday "KING OF TONGS" A Gem—Imported to please—entire change.

ADMISSION 10c. Reserved 15c. LATEST MOTION PICTURES Special Concert Tomorrow.

The Girl Who Provided Lowell With the Greatest Sensation It Has Had In Years

ANGELINA MARCOTTE

THE FAMOUS TANGOIST In the Specific Steps and Torsichorean Department Which Led to Her Sensational Arrest and Triumphant Acquittal, Assisted by a Halo Partner

LOOK!

ALL NEXT WEEK

EXTRA ADDED

ATTRACTION!

In conjunction with regular performances all next week, MATINEE and EVENING.

LADY LOOKABOUT

From time to time, as we read of the ruin wrought by militant suffragists in England, our sympathies are withdrawn more and more from them, and we feel that they are hurting the world-wide feminist movement. We think of the English woman as conservative, unobtrusive, and more than all else, womanly. When we read of some window-smashing episode, or one of them has publicly horse-whipped a member of parliament, or a building of worth and beauty, and historical value has been burned. We read of the arrests of many of these militants, of their refusal to partake of food, until death threatens, when the authorities, fearful of consequences, free them. Then, without really knowing anything about the situation in England, we condemn these women as vain, silly creatures, seeking the limelight of publicity, and we let it go at that. Not one in a hundred really knows anything about the position of the English woman in her own country, or that there would be much more charity in our judgment of them. Of course none condones the wilful destruction of property, but a word in regard to the conditions which have led up to this extraordinary revolution will not be amiss.

The fact that the English happens to be the storm center of this revolution is not due to accident or chance. It is the logical spot, for there woman is suppressed, exploited and dominated. It is safe to say, as in no other civilized country in the world.

While considering the subject, it is well to keep in mind that 82 per cent of English women are wage earners, and that there are over a million and a quarter more women than men in England, a condition due to emigration, war, and wretched working conditions. These women, ranging from titled ladies to the scrub-woman, are storming the liberal cabinet with their appeal for equal rights. Evolution in industry has made the manufacturing class the dominating force in political government. Women have observed that as men have increased their suffrage, their wages have increased, while women's wages have decreased. They can see their physical and mental health ruined by the extremes of poverty and wealth about them. All of these features have united the women in their struggle. They are cemented together by a bond of sympathy for each other and their power is profound.

The liberal government argues thus: "If we give women the vote with their large majority they would destroy our military and naval organizations, for they stand as a unit against us."

This government is built on brute force and women have no right to any voice in such a government. A large army and navy are absolutely necessary for us to keep the natives in subjection, and the natives must not allow the flood of gold pouring from them to be cut off.

They overlook the fact that the women of the nation have produced the manhood sacrificed to war; that some army and navy are made up of their husbands, sons, fathers and brothers.

The inferior interests of England are opposed to granting the women suffrage, for they know full well the attitude of a true woman toward their business.

The manufacturing interests, employing thousands of women and girls, oppose the enfranchisement of women, for they know they would soon improve labor laws and working conditions, and thus cut into their profits.

These are just a few elements which have caused the English woman to rise up and assert herself, and in the final analysis it will be the successful fighter: Woman battling for herself and her children, or man that he play out more money in his pockets, and extend his political power.

Ten Cent Store

It is the boast of some ten cent stores that they can afford to undersell regular dealers in the same merchandise, because they do not advertise in the newspapers. It is a question in my mind if they do sell lower, and I frequent stores of all kinds. Now it is an economic principle that we all are dependent upon each other. This is particularly true in cities. Each line of business helps along each other line of business. The firms which we should unite in welcoming to our cities are those which carry merchandise of good quality, and to which our attention is called by advertisements in our local newspapers; firms which pay their taxes, and to the men, and women, their hire; firms owned and managed as far as possible by men whose interests are local—property owners and taxpayers. We have many such in Lowell and they do not lack patronage. These are the stores we should patronize with our trade, and if we look about us intelligently we will find that they are not undersold to any extent.

Dangerous Sign

I have just passed, on a street near my home, an enormous signboard lying flat on the ground, blown down during last Sunday's storm. The frail wooden braces which supported the sheets of metal of which the structure was made, had snapped in a day or two. It is a sure sign that the storm was unusually severe, but even a superficial examination of the signboard shows that a much less severe storm would have played havoc with it just the same. It was not made to withstand wind, yet it stood upon the edge of a public highway. Hundreds of persons, including the children of a nearby school, pass daily. At a time during the present winter, when high winds have been prevailing, it might have fallen with injury to passersby. I am not aware that the proprietors of these boards pay taxes on their property. I do know that they pay a nominal rent to the owner of the land. They are permitted to erect their structures, and I know that if specifications were submitted to a superintendent or inspector of public buildings would consent to their erection. Besides being in most cases, an eyesore to a community, they are a menace to public safety.

The Gum Chewing Habit

This is an era of gum-chewing. "Everybody's doing it," in the street car, on the street, in the home, the office, the school. Watch as you go along some day, and note how the habit has seized everyone, from the professional man in his office, to the gamins of the streets. I don't believe it is as harmful as I was brought up to believe. When I was a little girl, it was a crime to catch a fellow chewing gum. I had a teacher who used to tell us to take our gum home, stick it on the inside of the pig pen and see if the pig would take it. Of course piggy wouldn't, but I think now it was because he did not see it. Nothing daunted by this display of discrimination on piggy's part, the record gum was often carefully scraped from

the inside of the pen, to die a natural death by being swallowed in the nighttime by one who knew no quins of conscience.

It certainly is not a pretty act, chewing gum, and of course no well-bred person would do it in public, but I fall to see the harm in it, unless there be such a thing as over-doing it. In my mind it is greatly to be preferred to tobacco chewing. That is indeed a filthy habit, and causes a man's mouth to grow in ugly lines, no matter how carefully he tries to conceal his chewing.

A Social Centre

If there be one place more than another which has, without design on the part of the proprietors, become a social centre in this city, that place is the D. L. Page Co.'s store in Merrimack square.

I do not mean in the restaurant so much as in the store proper. Here, late in the afternoon, you can be pretty sure of meeting almost everyone you know, or rather, knowing everyone you meet. There is an air of sociability in the place, notwithstanding the small floor space. This may add to the spirit—who knows—proximity is a powerful agent in promoting sociability, and has been accounted responsible for much in this line, we are told.

At any rate, it is a delightful place to make little unexpected visits with persons whom one meets only occasionally, and although the store has been in operation in its present quarters but a short time, already it has an atmosphere which comes to some establishments only, if ever, after a generation or more of business.

LADY LOOKABOUT.

LOWELL PROGRESSIVES

PASS THE WORD ALONG TO THE COUNTY COMMISSIONERS THEY DO NOT APPROVE OF ACTIONS

The Lowell Progressive club at a meeting held last night notified the county commissioners by a resolution which was passed unanimously that it is opposed to appointments made for political ends.

Alleging that the recent appointment of custodian of the court house was a serious mistake, and adding also its protest to the proposed increase in the salaries of the county commissioners, the club passed the resolutions to that effect without a dissenting vote.

Secretary A. S. Goldman read a detailed report as to increase of membership, showing a membership of over 200 at the present time.

ON WOMAN SUFFRAGE

WASHINGTON, March 7.—A proposed but futile attempt was made in the senate yesterday to get unanimous consent to limit debate on the woman suffrage resolution and take a final vote next Tuesday. The discussion will be resumed Monday.

FREE ORGAN RECITAL

WILFRED KERSHAW TO GIVE SECOND OF SERIES THIS AFTERNOON AT FIRST BAPTIST CHURCH

At 4 o'clock this afternoon Wilfred Kershaw will give the second of a series of free organ recitals at the First Baptist church, these recitals being given under the auspices of the Middlesex Women's club. The object of the recitals is to interest the public in good music, and the first was a real success, the attendance being very large.

WILSON TOOK DAY OFF

WASHINGTON, March 7.—President Wilson took the day off for a trip to Philadelphia to see his oculist. The president has been accustomed for many years to have his eyes examined once annually to determine if the lenses in his glasses require a change.

REPORT STEAMER SUNK

NEW YORK, March 7.—The steamer Chattanooga, owned by the Southern S. S. Co., in distress six miles north of Barnegat, N. J., was reported today to have sunk in 30 feet of water. The same report, which reached New York by wireless, stated that the crew of 15 men under Capt. J. W. Murphy had been taken from the vessel.

DARTMOUTH ALUMNI ASSN

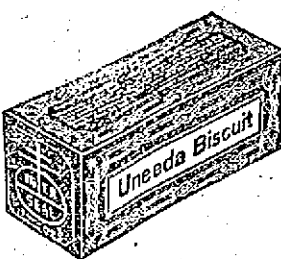
PORTLAND, Me., March 7.—The annual reunion and dinner of the Maine Dartmouth Alumni association was held here last evening. Prof. Herbert D. Foster, 78, was the guest of the evening. Other speakers were: Dr. J. A. Spaulding, 66; Charles S. Cook, 64; Bates, 61, and Rev. Ashley D. Leavitt, Yale, 65.

250,000 LOSS IN LYNN FIRE

LYNN, March 7.—The Mount Hood house, situated on the highest elevation in the city, was burned last night. All the lodgers escaped. Firemen were hampered by inability to get apparatus up the steep grades. The loss is estimated at \$250,000.

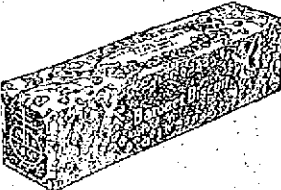
Uneeda Biscuit

Nourishment—finest flavor—purity—crispness—wholesomeness. All for 5 cents, in the moisture-proof package.



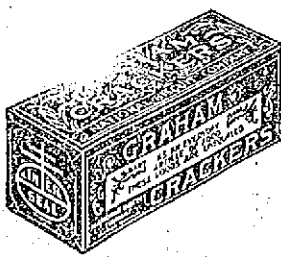
Baronet Biscuit

Round, thin, tender—with a delightful flavor—appropriate for luncheon, tea and dinner. 10 cents.



GRAHAM CRACKERS

A food for every day. Crisp, tasty and strengthening. Fresh baked and fresh delivered. 10 cents.



Buy biscuit baked by

NATIONAL BISCUIT COMPANY

Always look for that name

MINISTER AND FAMILY

BADLY HURT IN CARRIAGE ACCIDENT IN DERRY, N. H. YESTERDAY MORNING

DERRY, N. H., March 7.—A runaway horse, drawing a heavy farm wagon, crashed into the carriage in which Rev. Bernard C. Christopher, pastor of the Londonderry Presbyterian church, his wife and their little daughter were driving yesterday morning and threw them into the road. Mrs. Christopher struck on her head, receiving severe cuts about the head and face, her husband received a broken kneecap and badly injured and the little girl was badly cut and bruised about the body.

They were taken into the leather-board factory nearby and a surgeon was summoned. After treatment they were taken to their home.

The horse and wagon are owned by Henry Remington of this town. It had left them standing in the road while he was visiting a nearby house. The horse was badly cut and was treated by a veterinary surgeon.

PRES. WILSON PRAISED

IN CONGRESS FOR RESTORING POPULAR GOVERNMENT IN THIS COUNTRY

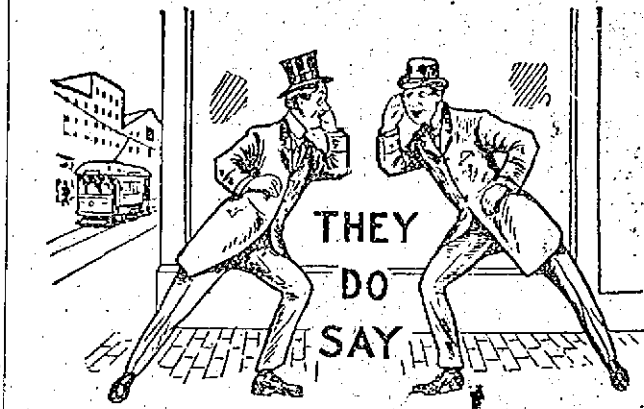
WASHINGTON, March 7.—An old-fashioned partisan debate on one year democratic rule almost side-tracked consideration of the woman suffrage constitutional amendment in the senate yesterday. Senator Works hurled a broadside of criticism at the administration's record, while Senator Simmons, chairman of the finance committee, stoutly defended his party's legislative career. He drew from his Senate Speech a counter attack on his target.

Senator Simmons' recent particularly the remark that congress had been deprived of its function by executive dictation and caucus rule.

"There was a time when congresses decided the will of the people," said Senator Simmons, "but that was when Wall Street and the special interests controlled them. The greatest achievement of Woodrow Wilson lies in the fact that he has restored representative government in this country; that he has taken the government out of the hands of those special interests and laid it once more in the hands of the only at the ballot box, but in the United States senate."

LILLIAN NORDICA IMPROVING

THURSDAY, 181 AND, Australasia, March 7.—The condition of health of Lillian Nordica, the American singer, is said to be decidedly better, she is steadily improving, although subject to frequent attacks. She hopes to be able to leave here on March 20.



That that skating party was a big success.

That Jack threw a snowball through a window.

That some small people have big ideas and ideals.

That the girl with the diamond ring has not resigned yet.

That Billy Gilecast is wearing the smile of happiness.

That Murphy's dog must have bitten the owner recently.

That the maxixe is to be succeeded by the narrow-gauge shuffle.

That "Red" was feeling blue at the conclusion of the tango trial.

That Andrew Nowatt is one of the hustling "lifers" of the town.

That the ball in aid of St. John's hospital will be held on April 28.

That even mayors are expected to keep their campaign promises.

That Judge Enright is in right, all right on the tango case.

That Murphy's goat barks louder than Murphy's dog.

That being superintendent is rather unenviable—under some circumstances.

That the tangos have received an offer to go into vaudeville.

That, if a fellow smiles, some people think he is giving them the ha, ha.

That resignations are coming fast since Curley became mayor of Boston.

That Conductor Tom Flynn is the embodiment of politeness, courtesy and consideration.

That the citizens will believe Mayor Murphy's story about an \$18 tax rate when they see it and not before.

That the mayor will feel better if he never hears what the banqueters said about him.

That a few members of the park commission are in danger of overdoing the "economy" cry.

That the Merrimack river cannot be ignored at present, either in the legislature or in Lowell.

That one of the clerks in Western avenue is studying law in the Hildreth building Wednesday afternoons.

That Officers Clark and Swanwick would have danced more gracefully had they stood back to back.

That Miss Lowell looks charming with the liberal application of her snow-bread talcum powder.

That the tax rate is soaring higher than the reputation of the commissioners for keeping their pledges.

That Lowell men are contemplating attending the Chubb Irish society dinner in Boston March 11.

That the schoolboard can find a suitable man for the Edison school out of our 100,000 population if it wants to.

That everyone will now learn the large and kindred "other new" connotation dances for the summer.

That there are very poor hospital facilities at the City hospital in Chelmsford street.

That, anyway, a man couldn't dance the "Texas Tommy" with any superfluity of legs.

That the high water caused more damage at Beaverbrook than in any other place in the vicinity of Lowell.

That it is the general opinion that there will be a long ballot at the coming town meeting of Billerica.

That it was an interesting sight to see the beginners at the skating rink the other night.

That another industry was brought to Lowell during the past week through the efforts of the board of trade.

That the Mathews of Billerica speak highly of the hospitality of the Y. M. C. I. boys.

That Associate hall will be the scene of a series of lively basketball games in the near future.

That the Concord river has resembled more than a "little stream" during the past few days.

That Jimmy Gray expects to have a team this year that will keep up the good work of its predecessor.

March 14, to visit the British Social club of South Lawrence.

That Thursday a reporter asked ten local dancers who was the most popular man in town and nine answers were identical.

That the members of the Gorham Street Primitive Methodist church hope Rev. N. W. Matthews will accept the invitation to remain as pastor.

That the return of the world touring ball players set at rest many wild reports, that some of the stars would join the Federals.

That Henry Carr believes in signs, and evidently thinks others do, judging from the placards that adorn his windows these days.

That the members of the Y. W. C. A. think they are just as good soldiers as those who took part in the Y. M. C. A. campaign.

That the Lowell high school track team expects to come back strong tonight when it meets the team from the Boston English high.

That the board of trade had an excellent opportunity to take Mayor Murphy's measure Thursday night, and they took it.

That the animal damage inspector has added to his official equipment a telescope, a sofa pillow, three sheets of paper and a tape measure.

That if there is migration of souls into the vegetable kingdom, there will be great forests of "nut" trees next century.

That the gentleman who tried to meet two other gentlemen at the board of trade banquet, unsuccessfully, will carry a lantern next time.

That there are quite a few citizens willing to allow that Senator Weeks knows more about the currency bill than they do.

That after all there must have been an element of greatness in Porfirio Diaz, for did he not keep peace in Mexico for 30 years?

That a dog inspector will soon be appointed at city hall and that one of the assistant messengers is in line for the job.

That Engineer Kenney at city hall is very fond of book agents and Mr. Beane, the elevator man will vouch for this.

That work on St. Jean Baptiste church is progressing and when the temple is completed it will be one of the finest in the city.

That St. Joseph's college alumni will make a hit with the presentation of "Le Comptable" and "Logement a Louer" at Easter.

That the members of the Greek community are planning a big celebration for the first anniversary of the battle of Janina.

That Fire Chief John A. Mullin of Boston is to retire on a pension of \$2250 a year, more than our chief gets in actual service.

That some one commends the "Texas Tommy" to "Dr. Tom Danahy at the city farm for use on his 'overcharged' charges.

That Daniel J. Gallagher of Boston, candidate for congress to succeed Mayor Curley, is related to Joe Cronin, the reporter.

That Officer Hamilton couldn't stop the lady who ran in front of the automobile at Tower's corner the other evening.

That not all people who do favors for us are ungrateful, for if this were true, the world would be a hard place to live in.

That a fledgling printer on our esteemed contemporary avers that out Wood's corner way, Tyngsboro, he has found a honeycomb.

That Sergt. Ryan avows that he is light as old as a certain article in a contemporary would suggest, even though he drove one of the first electric cars hereabouts.

That a joker suggests that the word "volunteers" in the celebrated tax warrant issued to work in the old bolt shop on Lawrence street, making bolts for balloons.

That Gerold Jacques-Cartier, the new social and political organization in Notre Dame du Lourdes parish is recruiting new members every week and its membership is now quite large.

That the purchasers of the property of the Balchire Woolen Co. and the American Hide & Leather Co. at the auction sale Thursday afternoon, made real bargains.

That the parochial schools of St. Joseph's parish were closed Friday out of respect for the late Rev. Joseph Lefebvre, O. M. I., whose funeral took place on that day.

That it is astonishing the amount of indignation is aroused in England by the death of one British subject abroad, and the almost complete apathy that can persist in spite of the fact that thousands are dying of preventable diseases at home.

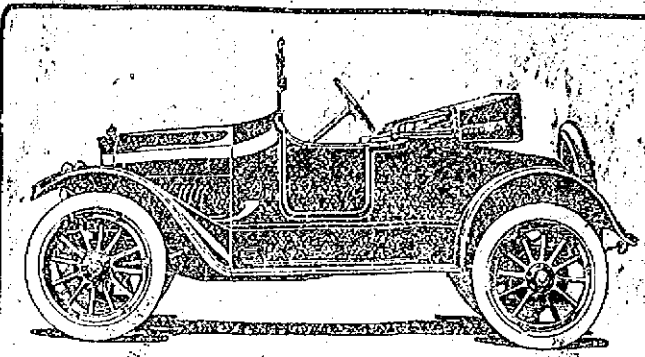
That the sea blue eyes, the sunset cheeks and the poignant nose of the drummer at Old Fellows hall, Centralville, last evening were the cause of frequent mis-steps among the dozens of typists which glided along its floor.

That the sweet little chorister who, with his plaintive voice and matured organ, entrances the Braut troupe Thursday evening gatherings, is considering a proposal from "Os," Hammonsted, the virtuoso who discovered Caruso.

That his Honor suffered for a moment from mental aberration at the board of trade banquet, lost the thread of his discourse, and launched out into one of his warmed-over campaign speeches.

That the most important conference of the year have been held between two gentlemen who have been meeting recently in front of the Sun building at 5 p. m. and taking slow and stately walks.

That the skating club is going to Lawrence by special trolley Saturday,



REO True Streamline Body Electric Lights and Starter

\$1210 Delivered

A REO car in Lowell has run 21,000 miles and never had a spark plug out, and no cost for mechanical maintenance. Another REO has been driven 5600 miles and the owner has not used the last of the second gallon of oil. 60 cars, 1910s, 1911s, 1912s and 1913s, cost their owners an aggregate of less than \$300 for mechanical maintenance in 1913, or averaged less than \$5.00 a car.

Meet me at the show and I will convince you why.

George F. White

Tel. 852, 1992-M 33-35 BRANCH STREET

AUTOMOBILE NEWS

George F. White, the agent for the REO, will be pleased to meet his friends at the REO exhibit during the show.

Peter A. McKenna, proprietor of the Tremont garage makes a specialty of repairing of all kinds and guarantees first class workmanship.

George H. Bachelder, Post Office Square, has the agency for the Indian and Tonto motorcycles. His place is also the headquarters for all the leading makes of bicycles and in connection with his retail business Mr. Bachelder has one of the best equipped and largest motorcycle garages this side of Boston.

Joseph Parmenter, 441 Moody street, is the local distributor for the Harley-Davidson motorcycle. The new 1914 model is equipped with many exclusive improvements including the slipstreamer, two-speed double brake, double control of the wheel and many other attractive features.

THE CADILLAC EXHIBIT

Mr. Walter Porham, local agent for the Cadillac, will be at the Boston show where he will be pleased to meet all interested in this car. The new 1914 model has many attractive features. The Cadillac will be found in space No. 2 at the exhibit.

SUCCESSFUL BUSINESS CAREER

Mr. Harry Pitts, proprietor of the Pitts Auto Supply, has an interesting story of his business in the automobile section of this issue. Mr. Pitts started four years ago on a small scale and today, through honest dealings, he has built up a business which in his line compares favorably with the largest supply concern in Boston.

Mr. Pitts does not believe in doing things by halves, and his stock of supplies and tires which can be found at his store is among the most complete possible to carry in one store. There is nothing that is presented to the market that cannot be found in Pitts' just as soon as the purchase of it can be made. Another thing that he specializes in and which he has made a great success of is tire business. This department while being handled in connection with his supply business, does one of the largest businesses in tires north of Boston. All the leading makes of tires can always be found and the adjustments are always as liberal as can be safely given without a loss to the proprietor, Mr. Pitts.

TO REDUCE FOREST FIRES

STATE FORESTER AND CHIEF FOREST WARDEN ARRANGING CONFERENCES

The state forester, Professor F. W. Hane, and his chief forest warden, A. B. Hutchinson, took their first step to reduce the number of forest fires this week when they began a series of public conferences with the forest wardens of the different towns of the state. According to a letter received by a local forest warden the men will work east from Springfield arriving in this section in about two weeks.

SIR GEORGE ROSS DEAD

SENATOR OF DOMINION OF CANADA AND FORMER PREMIER OF ONTARIO

TORONTO, Ontario, March 7.—Sir George William Ross, senator of the Dominion of Canada and former premier of the great province of Ontario, died today after an illness lasting several weeks. He was born in 1841 in Hamilton, Ontario.

Sir George, by profession a lawyer, was known popularly as "the father of new Ontario" owing to his unbounded activities in the development of that part of the leading province of the Dominion.

PROPERTY ATTACHED

An attachment for \$2000 has been filed at the local registry of deeds against Robert F. Harrison of Boston by J. H. Kennedy & Sons of Arlington for an action of contract.

MARRIAGE INTENTIONS

The following marriage intentions have been filed at the city clerk's office since March 1:

TANGO IN ALBANY

Committee to Investigate New Dances in N. Y. Legislature

ALBANY, March 7.—"Hey! The line forms on this side. Get back there! No, the speaker won't see you until he sees those ahead of you."

Sounds like these shattered the ordinary parliamentary quiet of the assembly chamber after adjournment last night. The speaker had the appointment of a committee or may have—and each a committee as has not gladdened legislative hearts in years.

It is to be provided for in a resolution to be introduced today. What does it do? It is to investigate the tango. And the committee has all that summer to "deliberate."

Here's the resolution: "Whereas one of the crying evils of our times is the cabaret, with its attendant raucous and lascivious dances, and the sparsely clothed habitués of every sex and age; and

"Whereas the said cabaret is not conducive to the moral uplift of the community or its inhabitants, but is a detriment thereto and a tremendous source of evil will; and

"Whereas the tango and the hesitation and the one-step and the dip and the turkey trot and the grizzly bear and the bunny hue and similar dances are not classical or truly American, or tending to anything other than pandering to the basest instincts of man and beast; and

"Whereas all true lovers of music are shocked by the pervasiveness of the said dances, and the black and white of the said dances, which are related to the public as vulgar songs; and

"Whereas all these things need correction, censure and termination; therefore, be it

Athletes and Athletics

The track meet tonight at the high school annex should prove to be one of the closest affairs of the kind that Lowell has witnessed in some time. English high of Boston always makes a great showing on the track and the season this year will be no exception to the rule. It would not be at all surprising to see the decision rest with the relay race.

They failed to secure a single contract from the players who arrived with the world's tourists who had not signed. Even Sam Crawford, who was least expected to sign with his old club, flaked his signature without making a approving noise. President Nathaniel pronounced that he was the happiest man in baseballdom when Sam signed the Detroit blank.

public has ever been asked to pay admission to watch, perform. Although very aggressive when once brought to the face with an opponent on the mat he is the most quiet and modest chap in civilian's park that one can imagine. In a game where there is so much bombast among its exponents it is a pleasure to meet Fritz Hanson.

tonight by Coach Harry Hillman of the famous track team. The college students are furnished with tickets for all the events so that their men will be seen in competition as well as the novices.

Connie Mack has at last sold Danny Murphy, his former outfielder, Danny

The basketball series between the C. Y. M. E. and the Y. M. C. E. is attracting city wide interest among the basketball fans, yes, and among others as well. When these two aggregations get together there'll be something doing, opine those who have followed the progress of each team. With a side-swinging gate and the gate receipts as well, it is easy to guess that each contest will be well worth the price of admission.

The Red Sox have started on the

same string of hard luck that marked their opening last season. First, Joe Wood is taken to the hospital for an operation and will be out of the game for several months. Yesterday Ray Collins got in the way of a fast one of Cady's bat and will be laid up for some time. The signing of Tris Speaker, however, will make up for a great many minor troubles.

The backbone of the Federals for a successful season this year appears to have been broken yesterday when

and the late receipts were piling in, is a good thought for a vivid imagination to dwell upon. Any promoters that we ever saw would be Mexican cannon before delivering.

Another contender for the middle weight championship has jumped onto the horizon. Billy Murray, the Californian slugger who disposed of Leo Houck by the Kayo route, now allows that he is the best little fighter that is now tramping the coasts of the south. He was the first man to ever put over the punch on Houck at that

THE PANAMA CANAL ACT

Leaders Confident That Congress Will Respond Favorably to

Pres. Wilson's Appeal

WASHINGTON, March 7.—With the Adams bill providing for the repeal of the tolls exemption clause of the Panama canal act favorably reported to the house and with a poll of the membership of the house and senate now expediting its passage. Chairman Ad-
ams of the interstate commerce committee, who reported the bill, was authorized by his committee to urge the rules committee to speed up and to-day he began his task.

While the house is debating the is-

The next move of those who take to the field in the fight for repeal is to get the rule provision which will be to urge the rules committee to bring in a special rule to amend the present rule so as to enable the inter-oceanic cable will consist of what action to take whether to recommend a flat repeal or to urge the committee bill offered by Senator Clayton of West Virginia authorizing the president to regulate tolls and assessments at his discretion whenever exemption is provided in the canal act.

President Wilson had been given the assurance of individual members that they would support him in his efforts for repeal, but in the light of events in congress yesterday he was more confident than ever today of the ultimate success of his plan.

ADrift IN OPEN BOAT

SEASIDE PARK, N. J., March 5.—Fifteen members of the crew of the tug-boat Charlemagne Tower, Jr., which sank near here, are adrift on the water. The tug was used for the clothes and other personal effects of the crew. This boat came ashore today at Barnegat Inlet. Thompson, mate of the Tower, after he came ashore, talked with the

men in an open boat. The last seen of them was going out to sea in the southeasterly direction. The steamer took in 50 feet of water, three-quarters of a mile from shore between Coon Creek and Forked River life-boat stations, six miles south of here. J. B. Thompson, of Brooklyn, first mate and three of the members of the crew, were brought ashore.

The Tower was owned by the South-
ern Transportation Co., which Charles W. Morse of New York is president.

It is said this was the first trip the steamer in six years and that crew was not listed.

According to the crew, the captain in toward shore because he did not care risking on the bar and have boat pound to pieces. All hands were ordered into the boats an hour after the steamer sank. There were three boats on the ship and one the engines.

Captain Murphy, realizing the danger, steered the boat toward the coast Friday morning. He was signaled by the Hamilton of the Old Dominion line. Later, said Thompson, he sent a wireless call for help to the Barnegat life saving station.

The distress ship was first sighted off this place between 9 and 10 o'clock Friday morning.

BOAT DRIVEN WAS KILLED

AUTO DRIVER WAS KILLED

Judge John J. Pickman has filed a finding on the inquest of the automobile accident which occurred on the Boston boulevard of Dec. 13 last on the course of which John G. Bailey, driver of the automobile, lost his life while his companion, Edwin C. "I find that the automobile was being run in a reckless way at a very excessive rate of speed that was wholly unwarrantable, and that the results of the accident were duo thereto. "I find that in the evening of Saturday, the thirtieth day of December

both of Billerica, was seriously injured, and the judge finds that the driver of Bailey was occasioned wholly by the reckless driving of said automobile.

An accident occurred on the Princeton boulevard at the evening of Dec. 1, 1914, when John P. Quinn, riding in the former's automobile at a rate of 35 miles an hour. When the car reached a certain point on the boulevard it crashed into a coal wagon driven by John P. Quinn and driven by Peter McLean. The wagon was completely demolished and the horses were

lost. John C. Bailey was operating an automobile owned by him on the Princeton boulevard, in said Lowell. At said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and that while being so operated said automobile ran into a coal wagon that was being driven on said boulevard in front of said automobile, whereby the said automobile was overturned and the driver thereof was injured, and said John G. Bailey, the operator thereof sustained injuries, from the effects of which he soon afterwards died.

"I find that the said death was occasioned wholly by the reckless driving of said automobile.

"Respectfully submitted,

"John J. Pickman,

"Senior Special Justice of the Police Court of Lowell and Acting,"

"Lowell, Mass."

The track meet tonight at the high school annex should prove to be one of the closest affairs of the kind that Lowell has witnessed in some time. English high of Boston always makes a great showing on the track and the team this season will be no exception to the rule. It would not be at all surprising to see the decision rest with the relay race.

Fritz Hanson is one of the cleanest professional athletes that the sporting public has been asked to pay admission to watch perform. Although very aggressive when once brought face to face with opponent on the mat he is the most quiet and modest chap in civilian's garb that one can imagine. In a game where there is so much bombast among its exponents it is a pleasure to meet Fritz Hanson.

The basketball series between the Y. M. C. E. and the Y. M. C. I. is attracting city wide interest among the basketball fans, yes, and among others as well. When these two aggregations get together there'll be something doing, opine those who have followed the progress of each team. With a sidebet in sight and the gate receipts as well, it is easy to guess that each contest will be well worth the price of admission.

The Red Sox have started, on the same string of hard luck that marked their opening last season. First Joe Wood is taken to the hospital for an operation and will be out of the game for several months. Yesterday Ray Collins got in the way of a fast one of Cobb's bat and will be laid up some time. The signing of Tris Speaker, however, will make up for a great many minor troubles.

The backbone of the Federals for a successful season this year appears to have been broken yesterday when they failed to secure a single contract from the players who arrived with the world's tourists who had not signed. Even Sam Crawford, who was least expected to sign with his old club, affixed his signature without making an appreciable noise. President Navin announced that he was the happiest man in baseballdom when Sam signed the Detroit blank.

The first of a series of four gymnastum track meets will be on run off tonight by Coach Harry Hillman of the Dartmouth track team. The college alumni are furnished valuable prizes for all the events so that the "varsity" men will be seen in competition as well as the novices.

Connie Mack has at last sold Danny Murphy, his former outfielder. Danny pulled off some wonderful baseball feats for the Athletics in his day, but for several seasons has been fit material for the minors. Ira Thomas will captain the world's champions this coming season.

If Jimmy Coffroth stages his proposed fight between Jack Johnson and Gunboat Smith in Mexico, as per his present plans, it would be a good thing for the armies in action not to stick around. Just what would happen if the fight was staged there and a whole bunch of Mexicans happened along about the time the gate receipts were being piled in, is a good thought for a little imagination to dwell upon. Any promoters that we ever saw would fear Mexican cannon before delivering.

Another contender for the middle weight championship has jumped onto the horizon. Billy Macray, the Californian, slugger who disposed of Les Houck by the Kayo route, now alleges that he is the best light fighter that is now tramping the canvas at 165 pounds. He was the first man to ever put over the punch on Houck at that.

THE PANAMA CANAL ACT

Leaders Confident That Congress Will Respond Favorably to Pres. Wilson's Appeal

WASHINGTON, March 7.—With the claims bill providing for the repeal of the tolls exemption clause of the Panama canal act favorably reported to the house and with a poll of the membership of the house and senate showing a safe majority for repeal, administration leaders were more confident than ever today that congress would respond favorably to President Wilson's appeal. This poll taken by members of the house and senate who will aid in the fight for repeal, showed, they declare, a large majority in both houses ready to vote for a flat repeal measure at once.

The next move of those who aided to lead the fight in the senate for the repeal provision will be to urge the senate committee to bring in a special bill to expedite its passage. Chairman Adairson of the interstate commerce committee, who reported the bill, was authorized by his committee to urge the rules committee to speed up and to-day he began his task.

While the house is debating the issue next week, the senate committee on interstate canals will consider what action to take whether to recommend a flat repeal of the tolls or the compromise bill offered by Senator Caden to West Virginia, authorizing the president to regulate tolls and assessments as at his discretion wherever exemption is provided in the canal act.

President Wilson has been given the assurance of individual members that they would support him in his efforts for repeal, but in the light of events in congress yesterday he was more confident than ever today of the ultimate success of his plan.

ADRIET IN OPEN BOAT

SEASIDE PARK, N. J., March 5.—Eighteen members of the crew of the steamer *Charlemagne*, Tower, Jr., which sank near here are adrift on the ice in an open boat. The last seen of them they were going out to sea in the southeasterly direction. The steamer sank in 50 feet of water, three-quarters of a mile from shore between *Creek* and *Ported River* life-boat stations, six miles south of here.

F. B. Thompson of Brooklyn, first mate and three of the members of the crew, were brought ashore.

The *Tower* was owned by the South-*Transportation Co.*, with which *Charles W. Morse* of New York is identified. It is said this was the first trip the steamer in six years and that the crew was not listed.

According to the crew, the captain ran in toward shore because he did not care risking on the bar and have the boat round to pieces. All hands were ordered into the boats and the crew on the steamer sank. There were three boats on the ship.

was used, for the clothes and other personal effects of the crew. This boat came ashore today at *Barnegat Inlet*. Thompson, mate of the *Tower*, after he came ashore, talked about the ship. He said the repairs to the machinery at *Wilmington Roads* were hasty and not well done. The engines were bad soon after putting to sea and this condition, combined with the heavy seas, due to the storm, resulted in the wreck. The ship sprang leaks in bow and stern. He said and in the end all the plates were shaken loose. Water poured into the ship as through a sieve. The steam-pumps kept her going for a while. Then with the aid of handpumps the crew tried desperately to fight back the rushing waters but their struggle was unavailing and it finally reached the engine room.

Captain Murphy, realizing the danger, steered the boat toward the coast Friday morning. He was signaled by the *Hamilton* of the *Old Dominion* line. Later, said Thompson, he sent a wireless call for help to the *Barnegat* life saving station.

The distressed ship was first sighted off this place between 9 and 10 o'clock

UTO DRIVER WAS KILLED

Judge John J. Pickman has filed an opinion on the inquest of the automobile accident which occurred on the Princeton boulevard of Dec. 13 last in the course of which John G. Bailey, driver of the automobile, lost his life while his companion, Edwin C. Bailey, both of Billerica, was seriously injured, and the judge finds that the act of Bailey was occasioned wholly by his reckless driving of said automobile.

The accident occurred on the Princeton boulevard on the evening of Dec. 13. Bailey and Frost were riding in the former's automobile at a rate of about 35 miles an hour. When the car reached a certain point on the boulevard it crashed into a coal wagon that was being driven over said boulevard by John P. Quinn and driven by Peter McLean. The wagon was demolished and the horses were seriously injured. The auto turned turtle and its occupants were thrown violently to the ground. The two men, Bailey and Frost, were removed to the city hospital, where Bailey passed away a few hours later.

The report of Judge Pickman on the matter is in part as follows:

"I find that the automobile was being run in a reckless way at a very excessive rate of speed that was wholly unwarrantable, and that the results of the accident were duo thereto.

"I find that in the evening of Saturday, the thirteenth day of December last past, John C. Bailey was operating an automobile owned by him on the Princeton boulevard, in said Lowell; that said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and that while being so operated said automobile ran into a coal wagon that was being driven over said boulevard in front of said automobile, whereby the said automobile was overturned and said John G. Bailey, the operator thereof sustained injuries, from the effects of which he soon afterwards died.

"I find that the said death was occasioned wholly by the reckless driving of said automobile.

"Respectfully submitted,

"John J. Pickman,
"Senior Special Justice of the Police Court of Lowell and Acting
"Lowell, Mass."

UTO DRIVER WAS KILLED

Judge John J. Pickman has filed an opinion on the inquest of the automobile accident which occurred on the Princeton boulevard of Dec. 13 last in the course of which John G. Bailey, driver of the automobile, lost his life while his companion, Edwin C. Bailey, both of Billerica, was seriously injured, and the judge finds that the act of Bailey was occasioned wholly by his reckless driving of said automobile.

The accident occurred on the Princeton boulevard on the evening of Dec. 13. Bailey and Frost were riding in the former's automobile at a rate of about 35 miles an hour. When the car reached a certain point on the boulevard it crashed into a coal wagon that was being driven over said boulevard by John P. Quinn and driven by Peter McLean. The wagon was demolished and the horses were seriously injured. The auto turned turtle and its occupants were thrown violently to the ground. The two men, Bailey and Frost, were removed to the city hospital, where Bailey passed away a few hours later.

The report of Judge Pickman on the matter is in part as follows:

"I find that the automobile was being run in a reckless way at a very excessive rate of speed that was wholly unwarrantable, and that the results of the accident were duo thereto.

"I find that in the evening of Saturday, the thirteenth day of December last past, John C. Bailey was operating an automobile owned by him on the Princeton boulevard, in said Lowell; that said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and that while being so operated said automobile ran into a coal wagon that was being driven over said boulevard in front of said automobile, whereby the said automobile was overturned and said John G. Bailey, the operator thereof sustained injuries, from the effects of which he soon afterwards died.

"I find that the said death was occasioned wholly by the reckless driving of said automobile.

"Respectfully submitted,

"John J. Pickman,
"Senior Special Justice of the Police Court of Lowell and Acting
"Lowell, Mass."

"I find that the automobile was being run in a reckless way at a very excessive rate of speed that was wholly unwarrantable, and that the results of the accident were due there to."

"I find that in the evening of Saturday, the thirteenth day of December

both of Billerica, was seriously hurt, and the judge finds that the reckless driving of said automobile.

An accident occurred on the Princeps boulevard on the evening of December 10, 1914. The said Bailey and Frost were riding in the former's automobile at a rate of 35 miles an hour. When the said automobile reached a certain point on the Princeps boulevard, it was overtaken by John P. Quinn and a Peter McLean. The wagon was demolished and the horses were injured. The auto turned turtle and its occupants were thrown to the ground. The two men, Bailey and Frost, were removed to the hospital, where Bailey passed away a few hours later.

The report of Judge Pickman on the case is in part as follows:

"Last past, John C. Bailey was operating an automobile owned by him on the Princeps boulevard. In said Lowell, that said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and that while being so operated said automobile ran into a coal wagon that was being driven over said boulevard in front of said automobile, whereby the said automobile was overturned and said John C. Bailey, the operator thereof sustained injuries from the effects of which he soon afterwards died.

"I find that the said death was occasioned wholly by the reckless driving of said automobile.

"Respectfully submitted,

"John J. Pickman,

"Senior Special Justice of the Police Court of Lowell and Acting,"

"Lowell, Mass., December 11, 1914."

both of Billerica, was seriously injured, and the judge finds that the driver of the Buick, John C. Bailey, was reckless driving of said automobile.

The accident occurred on the Princeton highway on the evening of December 1, 1934, and while riding in the former's automobile at a rate of 35 miles an hour. When the

first part, John C. Bailey was operating an automobile owned by him on the Princeton highway. Lowell testified that said automobile was being operated by him to run at an excessive rate of speed and in a reckless manner, and while being so operated said automobile was struck by a coal wagon that was being driven over the road in front of said automobile, whereby

ward it crashed into a coal wagon owned by John P. Quinn and driven by Peter McLean. The wagon was demolished and the horses were injured. The auto turned turtle and the occupants were thrown out to the ground. The two men, Quinn and Frost, were removed to the hospital, where Bailey passed away a few hours later.

"Report of Judge Pickman on the subject is in part as follows:

"The said automobile was overturned and said John G. Bailey, the operator thereof sustained injuries, from the effects of which he soon afterwards died.

"It is found that the said death was occasioned wholly by the reckless driving of said automobile.

"Respectfully submitted,

"John J. Pickman,

"Senior Special Justice of the Police Court of Lowell and Acting,"

"Lowell, Mass.,

5 ALARMS KEPT FIREMEN BUSY

Three Alarms in Quick Succession Tested the Speed of Firemen and Were Well Taken Care of by Apparatus

The fire department responded to five alarms last night and early this morning three of which came between 12:32 and 12:44 o'clock bringing many people from their beds with the impression that a serious conflagration was in progress. Box 219 at the corner of Thorneike and Middlesex streets sounded at 12:32 o'clock. Five minutes later an alarm from box 512, at the corner of Marginal and Stevens street was rung in and this was closely followed by a signal from box 214, at the corner of Gorham and Union streets. The other fires occurred early in the evening, one at 7 o'clock and the other shortly before 10.

Middlesex Street Fire
A brisk blaze in a brick building owned by Abraham Smith and located at 453 Middlesex street necessitated the alarm from box 219 at 12:32 o'clock. The fire started in the store and spread to the clothing store owned by Mr. Smith on the first story and threatened to destroy the entire building.

The firemen arrived at the scene of the fire in quick time and despite the fact that there were two other fires in progress at the time, the men worked efficiently and the whole building would undoubtedly have been gutted but for their efficient work. For several hours the firemen fought the flames which were between the partitions in the rear of the structure and kept spreading to the stores adjoining. Among those who occupied stores that were damaged by fire and water were: A. Smith, J. R. Collet Jewellery Co., and A. H. Lenart, furniture dealer. The exact loss could not be ascertained by the owners today but the damage to the building was considerable.

Frederick C. Church carried the insurance on the building and on the contents of the stores of Abraham Smith and A. H. Lamotte & Co.

Canton Street
A fire in a dwelling house at 23 Canton street drove the occupants from their home and threatened the life of an invalid woman, who was carried from the burning building by Jack Healey, upon discovering the fire ran to the house and helped to arrange the members of the family. The fire originated from an overheated chimney, it is believed, and when the alarm was telephoned and later sounded from box 512, the top of the house was a mass of flames. However, the handicapped

LOSS IS \$40,000 ON R. R. MANIPULATION

Three Fires Within an Hour at Springfield Last Night

SPRINGFIELD, March 7.—Three fires, causing a total loss of \$40,000, broke out within an hour last evening. The first fire was in a large apartment block at the corner of North Main and Waverly streets and caused a loss of about \$7000. Just as the firemen were leaving the fire, an alarm was sounded for a fire in a three-family house on Alendale street, which caused a loss of several thousand dollars. This was followed by an alarm for a fire in the Goldthwaite block on Bridge street. It was a stubborn blaze and resulted in a loss of approximately \$30,000 to the owners and occupants. The Pallot Furniture company and J. S. Carr's installment house, occupants of the ground floor of the block, suffered a total loss of stock. The Springfield Socialist club which had headquarters in the building, suffered a slight loss. Members of the club who were in the building at the time escaped by jumping from the second story to an awning suspended over the sidewalk.

DISABLED LOBSTERMAN
PEMEQUID, Me., March 7.—The revenue cutter Woodbury, bound from Harswell to break out the ice in Fox Island thoroughfare, picked up a disabled lobsterman off Heron Island today and towed her into New Harbor. The ice in the thoroughfare has been very heavy during the past few weeks and westbound schooners from Stonington have been obliged to go down the East Passageway while the Mt. Desert steamers have been using Eggemoggin reach.

FOR FLEET OFF MEXICO
WASHINGTON, March 7.—The battleship Delaware is now en route from Vera Cruz to Hamilton Roads for her springing practice. Her place with the fleet off the Mexican coast will be taken by another vessel of smaller draft.

MARTIN WAS RE-ELECTED
BOSTON, March 7.—John J. Martin was re-elected president of the Massachusetts Real Estate Exchange by the unanimous vote of the board of directors at the first meeting this year of the board last night at the Hotel Marlborough. A vote of thanks was extended to Mr. Martin for his services during the past term.

Hotel Turpin

17 Powell St., at Market
SAN FRANCISCO, CAL.

In the heart of the city. Automobiles meets trains and steamers.
F. L. and A. W. Turpin, Proprietors

STEAMER STRUCK LEDGE DIED SUDDENLY BANQUET TO BALL PLAYERS

Domingo De Larrinaga Backed Onto Whaleback Ledge at Entrance to Salem Bay

SALEM, March 7.—The British steamer Domingo De Larrinaga, en route from London to New York, was backing onto a ledge at the entrance to Salem bay when her officers suddenly discovered Baker Island lights dead ahead. The wheel was put hard over and the steamer sent full speed astern. In backing, the Larrinaga's stern fetched up on Whaleback ledge, which lies between Baker Island and House Island. The tide was going down at the time and the ledge held the stern of the steamer until nearly high water. When she floated off, it was found that all her steering gear had been carried away and that she was leaking around the stern plates. Third Officer Jenney was sent ashore at Beverly Farms and wired to Boston for tugs and a revenue cutter.

With considerable sea breaking over the ledge and some wind from the eastward, those aboard the Larrinaga spent several anxious hours. The weather moderated this morning and the sea went down.

The Larrinaga was commanded by Captain J. E. Jones and left Montevideo for Boston with a cargo of hides. She had rounded Cape Cod and was feeling her way into Massachusetts bay when her officers suddenly discovered Baker Island lights dead ahead. The wheel was put hard over and the steamer sent full speed astern. In backing, the Larrinaga's stern fetched up on Whaleback ledge, which lies between Baker Island and House Island. The tide was going down at the time and the ledge held the stern of the steamer until nearly high water. When she floated off, it was found that all her steering gear had been carried away and that she was leaking around the stern plates. Third Officer Jenney was sent ashore at Beverly Farms and wired to Boston for tugs and a revenue cutter.

Several tugs from Boston and the revenue cutter Grampus reached the Larrinaga before noon and as soon as the anchor had been weighed two tugs started with her for Boston. A third tug had a line from the stern in order to steer the steamer. The weather was clear and the sea smooth.

Mrs. Lucie Corcoran Passed Away in Room on John Street

Mrs. Lucie Corcoran, a young woman who roomed at 53 John street, died very suddenly last night shortly after midnight, though she had worked as usual during the day at a boarding house, 71 French street, and had gone to the theatre last evening apparently in her usual health and spirits.

After coming from the theatre she went to her room and retired for the night, but some women in an adjoining room hearing moans of distress went to room 11 and found her in an unconscious condition. Her throat, placidly (Groceries) was found at 54 Merrimack street, was called, but when she arrived the daughter was almost dead. She died shortly after midnight. Deceased leaves a husband, two little children, aged respectively seven and nine, three sisters, Marie, Rosalie and Olive, and three brothers, Peter, Joseph and Abraham.

The mother when seen this morning said that though Mrs. Corcoran was apparently healthy, she suffered from long fainting spells, one of which she took at her mother's home last Sunday evening. This morning the medical examining, Dr. J. V. Meigs, performed an autopsy. All indications point to heart disease as the cause of death.

World Tourists to be Guests of Honor at Tonight's Festivities—Go South Next Week

NEW YORK, March 7.—The banquet tonight at which the White Sox and the Giants will be the guests of honor will close the week of baseball frenzy that has reigned in New York. Tomorrow or Monday Manager McGraw plans to leave with his tourist players for Atlantic City. About the same time Owner Comiskey and the White Sox will start for the west. Federal league officials who failed to sign a player in yesterday's rush but whose activity served to establish a new highwater mark for salaries are already leaving town. More than 300 guests will attend the banquet tonight and enough baseball talk is promised to give the fans food for thought and discussion until the championship season opens.

The salary Tris Speaker is to receive from the Red Sox was today the subject of much speculation. It is understood that Speaker's contract calls for an annual salary of \$12,000 or \$18,000 and in addition to this he gets \$5000 bonus for signing.

This record price tops all salaries ever paid in the history of the national game. Joe Tinker has a contract with the Federal league which calls for \$37,000 on a three year contract. Evers' salary with the Boston Nationals is \$10,000 a year and it is stated that Matthews now contract with the Giants provides for a salary of at least \$16,000 a year. Ty Cobb receives a like amount from Detroit.

The National league resulted in no decision with regard to the Chicago-Johnny Evers deal for the services of Johnny Evers and in finding a new owner of the Chicago club. After two lengthy sessions, the board of directors announced that the final settlement had been left to President Tener.

ON RELIGIOUS EDUCATION

New Haven Conference—Speakers Say Salaries of College Professors Are Too Small

NEW HAVEN, March 7.—A business meeting for the election of officers preceded the conference sessions of the Religious Education association of this, the closing day. The topic taken up by a number of speakers was the college in relation to citizenship and social character. Prof. John J. Stevenson of New York university, touching upon the economic condition of college professors, said that salaries paid to college teachers are actually small and that advance through the several grades to full professor is too slow. He thought there was much force to the suggestion made that the work of colleges and universities should be differentiated sharply; that colleges without proper resources and equipment should be converted into academic or secondary schools; that a higher standard should be set for teachers; that the salary of a full professor at 35 should compare favorably with that of a lawyer or physician of equal ability at the same age, and that the college faculty should have its own representative on the board of trustees.

Rev. Anson Phelps Stokes, secretary of Yale, in a discussion of divinity schools, advocated a reduction of their number. He said there were too many schools of religion. Too many of them are hopelessly sectarian, only ten out of 152 enumerated in the census being classed as non-sectarian.

What he termed a "university school of religion" should replace the old time denominational seminary of theology. He thought such universities might well be located at Cambridge, New Haven, Oberlin, Chicago and Berkeley.

WAS KILLED BY OUTLAWS

LONDON, March 7.—News has just reached here of two exciting skirmishes by British troops and tribesmen in Africa. In the first of these, Maj. James Lyonel Joyce Conry of the Connaught Rangers was killed in a fight with outlaws near Wadi Had in the Sudan. Maj. Conry was in charge of a contingent of an Arab battalion of the Egyptian army. The leaders of the outlaws and other members of the band were killed and the remainder made prisoners. Besides Maj. Conry the British troops lost three men killed and four wounded.

In the second affair Lieut. Jones was shot through both legs during an attack on a stockade by Abyssinian raiders in British East Africa. When Lt. Jones was wounded all his soldiers, except three orderlies, fled. These men, at Jones' command, re-took the stockade by assault.

Two of the soldiers, both natives, then bore the wounded officer on a stretcher 500 miles to his post. Blood poisoning meantime had set in and Jones was conveyed to another post where a doctor was stationed. On their arrival, however, the doctor was absent, and a journey to Nairobi was then started. On the way the stretcher was charged by two rhinoceroses, which the orderlies killed. At Nyirri a doctor and a nurse were found.

The muscles of one of Jones' legs was so shrunk that the leg will always be four inches shorter than the other and Jones will be a cripple for life. The doctors regard Jones' arrival at the hospital alive as miraculous.

TREASON CHARGE RANTOUL CASE

"Jail Editor" on Trial for Libeling Crown Prince Frederick William

BERLIN, March 7.—Ernest Meyer, a "jail editor" of the socialist newspaper "Vorwaerts," was brought up for trial today on charges of treason and libeling Crown Prince Frederick William.

The offense was committed in an article satirizing the farewell order issued by the crown prince when he left the command of the Death Head Hussars at Dantzig.

The crown prince then said: "If ever the king calls and the bugle sounds the charge, then think of him whose fondest wish it was to live this moment of a soldier's highest happiness in your company."

Hans Leuss, editor of the weekly Die Welt Am Montag, was on March 3 sentenced to six months' imprisonment on a similar charge and a third suit against another paper is to be tried next week.

Every paper in Germany bears the name of a man who takes responsibility for all articles and he is known as the "jail editor."

Mrs. Rantoul Will Not Live With Husband—Rumrill Going Abroad

BOSTON, March 7.—Mrs. Lois Rantoul, who was denied a divorce from her husband by Judge Hardy at the East Cambridge court on Thursday, declared last night that under no circumstances would she ever live with her husband, Edward L. Rantoul, again.

At the same time she refused to say whether she would carry the case to the supreme court or as to just how she would fight for her children.

Rumrill Going Abroad
Her attorney, Thomas W. Proctor, after two days in New York returned to Boston last night, but he would make no statement as to whether the case would go higher or not.

One interesting aftermath of the sensational trial, which began Monday last, was that Cheyney Chapin Rumrill, the man for whom Mrs. Rantoul only declared her love on the witness stand, is going to Europe in a few days.

While the question of appealing to the supreme court on the part of the wife still hangs in the balance the fact remains that a bitter fight will be waged over the custody of the children. It is altogether possible that this matter may be settled out of the courts. Both Mr. and Mrs. Rantoul are devoted to their children, and it is felt that possession for six months at a time may settle the difficulty.

If such an arrangement fails, two suits for the custody of the children brought by Edward L. Rantoul, the father, which are now pending in New Hampshire and Massachusetts courts, will undoubtedly be reopened.

LOPPED OFF PAYROLL

NATICK, March 7.—The victory of the Citizens' party in the town election last week resulted in a fall of the axe yesterday, and Chief David J. Church and several members of the police department found that they had been lopped off from the town's payroll.

It is said that the fire department will also be changed considerably by the new town officers.

Chief Hiram J. Brown is now head of the police department. He has been chief several times before, but with the success of the Municipal Reform party came yesterday Chief Brown was removed. Night Officer Joseph P. DeHaven was also dropped from the ranks today and Sunday Officer Chas. Brady was notified that another man had been appointed to his position.

POLICE COURT SESSION

SMALL ATTENDANCE SHOWED DECREASE OF INTEREST THIS MORNING

The police court session this morning was not quite so important as it has been for the past few days, and this could easily be seen by the decrease in the attendance.

William Collins, for drunkenness, was fined \$15 and he was given a month to pay the fine. Leon Wilson for the same offense was ordered to the jail for a term of four months and his sentence was suspended, the defendant being placed on probation.

John Swanson, a second offender, was fined \$6, while Cornelius Haggerty was given a suspended sentence of four months to the common jail.

Donnis Mahoney was found guilty of not providing proper support for his minor children and he was placed in the care of the probation officer. Geo. LaFramise for the same offense had his case continued till Monday.

Andrew Martin was arrested yesterday by Officer Sullivan on a warrant charging him with the larceny of two pigs from his former employer, Otis Coburn, of Dracut, the pigs being valued at \$4 each. The alleged larceny dates back to July 13, 1912, at which time the defendant agreed to pay Mr. Coburn the price of his pigs. In the course of the testimony this morning it was brought out that the young man has only paid \$1 up to this time and that all traces of him were lost since last September. He admitted his guilt and he was placed on probation for three weeks on condition that he pay the cost of court, \$6.50, and also the balance, \$7, to Mr. Coburn for his loss.

Two suspicious characters were arrested during the night and this morning after hearing their stories Judge Enright released them.

WALSH ON RAILROADS

Governor Says Responsibility for Conditions of N. E. Roads Due to Directors' Mismanagement

BOSTON, March 7.—"Responsibility for the condition into which the New England railroads have fallen rests squarely on mismanagement by directors of those roads in the past," Gov. David I. Walsh said last night to an audience of railroad officials at the annual banquet of the Traffic club of New England.

Former President Taft, discussing the railroad situation in general, agreed that the fault for their present condition lay with the railroads, adding: "But that is no reason why we should break them down. The worst policy we can adopt is to try to get even with them. We have got to give the railroads justice in our own interest, even if they don't deserve it."

Governor Walsh said: "By coming before the federal government, the New York, New Haven & Hartford and the Boston & Maine railroads have taken the position of acknowledging for expediency or for some other reason, that there have been violations of the law. If these two great railroads of New England had obeyed the law, why did they take this course? The law had been broken. Is that the responsible?"

He said that the state had granted every request to the railroads, and questioned whether there was a single statute that was hostile to them.

"Massachusetts is willing to forget the past. All we want to know is where the blame has been so that we can fix the blame in the future," he added.

"The personnel of the proposed board of trustees for the Boston & Maine interests Massachusetts, because this state wants to take a hand in the reorganization of that road. The best way to obtain public confidence is to name, not the representatives of banking or railroad interests or men agreeable to the politicians, but men who have secured the confidence of the people."

"Robber or later you railroad men are coming to the state officials to ask for rate increases. How will a public, sore and disheartened, hear your pleas? Tell this public that you are through influencing legislatures and dictating to the press. You need honest spirit and clean hands, the public of Massachusetts will cooperate with you for the success of your railroads."

STATE TAX QUESTIONED

BOSTON, March 7.—Eight foreign corporations doing business in this state have questioned the validity of the statutes of 1903, imposing an excise tax upon them of one-fiftieth of one per cent of their authorized capital stock at par. The objectional feature of this act from the standpoint of the foreign corporation is that no deduction is made of property which is taxed locally, as is done in the case of domestic corporations.

This full bench of the supreme judicial court will hear arguments during the present sitting. When the matter came before Judge Crosby, sitting alone, he ordered that the petitions, which the corporations have brought for a return of the tax assessed for 1912, be dismissed.

BOARD OF TRADE MEETINGS

The monthly meeting of the directors of the Lowell board of trade will be held in the board of rooms Tuesday afternoon at 4 o'clock. The executive committee will meet on the same afternoon at 3 o'clock and a meeting of the highway committee is scheduled for Thursday at 4 p. m.

REV. R. O. SHERWOOD DEAD

ATTLEBORO, March 7.—Rev. R. O. Sherwood, until recently pastor of the First Baptist church here, died last night. He was stricken with a paralytic shock three months ago. Rev. Mr. Sherwood had held several other pastorates in New England.

SUNDAY SCHOOL TEACHERS

The Sunday school teachers of the Sacred Heart church met Thursday evening at the home of Miss Susan Ryan, 82 Sidney street, and had a very enjoyable time. Novel little crepe paper favors were drawn by the teachers and presented to Robert Thomas. An impromptu entertainment was given that included piano solos by Miss Rosanna, Miss Susan Ryan and Miss Nora Ryan, while the readings were contributed by Miss Katherine Kenney, Miss Mae Cowell, Miss Julia Lynch, Miss May Lynch and Miss Katherine Lynch. Songs were sung by Miss Lucy Sharkey, Miss Eleanor Kivlan, Miss Agatha Wilson and Miss Helen Wilson. The next meeting will be held at the home of Miss Katherine McLean, 31 Agawam street, on the evening of March 17.

THAW MAKES STATEMENT

CONCORD, N. H., March 7.—Commenting on the disbarment of Clifford W. Hartbridge, in New York yesterday, Harry K. Thaw in a statement last night declared that Hartbridge had never spent a cent to suppress any evidence. The lawyer had never made any pretense of doing so until two years after he had ceased to act as Thaw's counsel, Thaw claimed.

"This is the first statement I have made since early in November when my case went before the federal court," said Thaw, "but it is necessary for me to correct any false impression in connection with Hartbridge's disbarment."

Spring Term Begins Next Week

W. P. HOVEY,
400 Wymann's Exchange, Tel. 153-M.
Instruments, music and strings for sale.

"TEDDY" IS GRANDPA AFFINITY ON THE STAND

NEW YORK, March 7.—A son was born today to Mrs. Richard Derby, who was Ethel Roosevelt, daughter of Theodore Roosevelt. The attending physician announced that both mother and child were doing well in the Derby home in Park avenue, this city. The youngster weighed seven and a half pounds.

MAY NOT GET FORTUNE

CHICAGO, March 7.—Winthrop Gibson, a laborer of Berkeley, Cal., who was reported in a despatch from there last night as having received word that he had inherited a fortune of \$250,000 through the death of his mother, Mrs. Mary Gibson, in this city, is likely to be disappointed, in the opinion of acquaintances of Mrs. Gibson. She died on January 18. According to people conversant with her affairs, she had always lived as a woman in very moderate circumstances. She carried life insurance to the amount of \$250.

FERDINAND EARLE SPEAKS IN HIS OWN DEFENCE IN FRENCH COURTS

ROMORANTIN, France, March 7.—Ferdinand Earle, the American artist, took the witness stand in his own defence when he and Miss Charlotte Herman were put on trial here yesterday on the charge of kidnapping Earle's son by his first wife.

Earle declined the offer of the services of an interpreter, remarking that his knowledge of French was adequate. He told the court that his principal grief in this affair was that he might lose some of the affection of his son.

The principal of the school attended by the boy stated the circumstances under which his pupil had been taken away. He spoke in the most cordial terms of Mrs. Herman, who, he said, had inspired him with complete confidence.

SHOT HER HOUSEKEEPER

WORCESTER WOMAN BELIEVED TO BE DERANGED WOUNDED WOMAN ON DANGEROUS LIST

WORCESTER, March 7.—Mrs. Ellen J. Powers, 57 years old wife of Lorenzo J. Powers of 205 Chandler street, shot and dangerously wounded Miss Agnes P. Sisson, 62 years old, housekeeper in the Powers home, during a fit of insanity yesterday. The frenzied woman exclaimed as she fired: "You have killed me and now I am going to kill you."

Mrs. Sisson was hurried to the City hospital, where the surgeons failed to find the bullet and hold out little hope of her recovery.

Mrs. Powers was arrested in a few minutes after the shooting and taken to the City hospital for observation on her mental condition. The police were unable to find the revolver, until Mrs. Powers told them she had removed a chimney cap in her bedroom and thrown the weapon down the hole. The revolver was found later at the bottom of the chimney.

SUPERIOR COURT

The regular March term of the criminal session of superior court will open at the court house next Monday morning at 10 o'clock with Judge Patrick Keating on the bench, and a number of Lowell cases will be heard.

THE SUN CLASSIFIED ADVERTISEMENTS

TO LET

STORE TO LET, MARCH 15, 24x61 plate glass front, suitable for most any kind of business at 712 Gorham st. Apply Mainland Market.

TENEMENT OF 6 ROOMS TO LET; bath; heavy square car line, entire garage, \$4.50 per month. Apply 227 High street.

5 OF 6 ROOM FLAT TO LET; NEAR station; bath, hot water, set tubs; \$12.40 School st. Tel. 2771-J.

UPSTAIRS 6-ROOM FLAT TO LET; all modern improvements at 61 Dracut st., off White st.

ONE-HALF DOUBLE COTTAGE TO LET, 20 Prospect st., near Davis st.; 10 rooms to depot and electric. Price \$10. Apply 276 Westford st.

BAKERY TO LET, COR. EAST Merrimack and Fayette sts. No. 163; also small store at 156 East Merrimack st. Apply 25 Adams st.

LOWER TENEMENT TO LET AT 13 South ave. Pawtucketville, tenement in good repair, and rent low. Apply to H. C. Kittredge, 10 Central st.

HOUSE TO LET—EIGHT ROOM house with all modern improvements; in Highlands, near St. Margaret's church. Apply at 33 Gates st. Tel. 265-M.

GEORGE E. BROWN, 75 CHESTNUT ST. has two very desirable clean and pleasant 4-room tenements, located on second floor, good respectable location and neighbors, kind treatment. See them now.

CONVENIENT WELL ARRANGED tenements to let; seven rooms and bath, gas, hot and cold water, set tubs, furnace heat. Call on Mr. McKenney, 10 or 12 to electric line, \$14 to \$17 per month. Apply to E. T. Wilder, Traders National Bank.

6-ROOM COTTAGE TO LET; 4 Wood's court, off School st.; rent reasonable. Telephone 11-6, Miller's, or address 557 Sun Office.

MAKER SHOP TO LET; RENT Reasonable; good oven. Inquire Mrs. Clark, 459 Broadway.

FLAT OF FIVE ROOMS TO LET; pantry and bath, 142 Jewett st. Apply Grimsith, Portland, 31 Bridge st.

ROOM SUITABLE FOR BARBER shop or business; 10 rooms to let; on second floor of the Harrington building, 62 Central st.

MY HOUSE AND STABLE AT 239 Wentworth avenue, to let. Chas. A. Breloth, Lowell Jail.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

WANTED
50,000 Tobacco Tags
And Cigarette Coupons, 30 cents per tag or coupon. Two Green Stamps for tags or coupons.

GARR'S POOL 93 Gorham st. Tel. 265-M.
ROOM Near Post Office, Tel.

SPECIAL NOTICES

MAKER OF FLOW-DOWN MILK wagons, D. DeLorme, Fitchburg, Mass. CERTIFIED TEACHER WILL GIVE lessons in all branches of the English language, and arithmetic. Private instruction to backward pupils and persons of deficient education. Miss K. J. Cavanaugh, 129 Lowell st.

J. J. CARROLL, SEAMING AND JOB- bing. Repairing roofs of all kinds. 72 Chestnut st. Tel. 2525-M.

SCIENTIFIC ASTROLOGER. From your birth date I cast a horoscope and give advice on all affairs of life, business, health, marriage, etc., also your fortunate and unfortunate periods. Sessions 50 and \$1.00. S. E. Powers, 22 Duane st.

VIOLEN LESSONS. INQUIRE 171 Cross st.

CARD READING—PAST, PRESENT and future; 100 and 250. Madame Cory, 375 Bridge st., cor. Third st., room 1.

WITH HOUR ASBESTOS STOVE for lining or replacing linings of ranges, furnaces and stoves, for sale at all stove dealers; 15 and 25 cent boxes.

LOUIS FOX, DEALER IN SECOND HAND furniture of all kinds, large and small lots. T. F. Muldoon, 508 Central st.

CASH PAID FOR SECOND HAND furniture of all kinds, large and small lots. T. F. Muldoon, 508 Central st.

STOVE REPAIRS, LININGS, GRATES, covers and other parts for all stoves and ranges carried in stock; work done at lowest prices. Bring name and size of stove, or telephone 1170, Quinn Furniture Co., 180 Middlesex st.

PIANOS AND ORGANS TUNED AND repaired. Tuning \$1. J. Korshak, 480 Cumberland road. Tel. 644-J.

LIMBURG CO. CHIMNEY EXPERTS—chimneys swept and repaired. Residence 1125 Bridge st. Tel. 545-W.

THE SUN IN BOSTON—THE SUN is on sale every day and both news stands of the Union station in Boston. Don't forget this when taking your train for Lowell.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

45 CANS OF MILK WANTED DAILY. Address W. F. Parker, 192 Hildreth st., Lowell.

NOVELS WANTED, MEDICAL MAGAZINES, books, also bound books. Merritt's Book Store, 277 Middlesex st.

THE GOOD PEOPLE OF LOWELL wanted to buy 11th floor. See Living, 11th and 25 cent boxes at all stove dealers.

WANTED
POOL TABLE WANTED. ADDRESS 14 Sun Office.

LOST AND FOUND

SUM OF MONEY FOUND ON GORHAM st. car. Owner can have same by proving property and paying for adv. Apply at 117 Central st.

GRAY MAILED KITTEN LOST; 7 mos. old. Telephone 1993 or write 24 Rutland st.

FIFTY-THREE DOLLARS IN BILLS lost between Middlesex st. and Rutland bldg. Reward for return to 251 Central st.

BUNCH OF KEYS FOUND. ON key ring in shape of heart. Owner may have them by applying at Sun Office and paying for adv.

STRAYED OR STOLEN—A HANDSOME yellow Scotch collie dog, white neck and breast, has collar, but no license number or name on; liberal reward for information will be given. A. P. Swanson, 916 Broadway.

FINANCE DEPARTMENT
Office of Purchasing Agent.
Sealed proposals will be received at the office of the purchasing agent for furnishing and purchasing the following supplies at the dates mentioned below:

Wednesday, March 11, 1914, at 11 A. M.

Req. 62,450. Water Works Dept.

To sell. About 25 cords of Manure

Req. 62,547. Water Works Dept.

275-5-3 in. meters.

25-3-1 in. meters.

10-1 in. meters.

As per specifications at purchasing agent's office.

Req. 62,544. Cemeteries Dept.

Plants as per list at purchasing agent's office.

All bids submitted to be in sealed envelopes, plainly marked on outside kind of material upon which bid is submitted.

George H. Brown, Commissioner of Finance, Lowell, Mass., March 6, 1914.

FINANCE DEPARTMENT
Office of Purchasing Agent.
Sealed proposals will be received at the office of the purchasing agent for furnishing and purchasing the following supplies at the dates mentioned below:

Wednesday, March 11, 1914, at 11 A. M.

Req. 62,450. Water Works Dept.

To sell. About 25 cords of Manure

Req. 62,547. Water Works Dept.

275-5-3 in. meters.

25-3-1 in. meters.

10-1 in. meters.

As per specifications at purchasing agent's office.

Req. 62,544. Cemeteries Dept.

Plants as per list at purchasing agent's office.

All bids submitted to be in sealed envelopes, plainly marked on outside kind of material upon which bid is submitted.

George H. Brown, Commissioner of Finance, Lowell, Mass., March 6, 1914.

FINANCE DEPARTMENT
Office of Purchasing Agent.
Sealed proposals will be received at the office of the purchasing agent for furnishing and purchasing the following supplies at the dates mentioned below:

Wednesday, March 11, 1914, at 11 A. M.

Req. 62,450. Water Works Dept.

To sell. About 25 cords of Manure

Req. 62,547. Water Works Dept.

275-5-3 in. meters.

25-3-1 in. meters.

10-1 in. meters.

As per specifications at purchasing agent's office.

Req. 62,544. Cemeteries Dept.

Plants as per list at purchasing agent's office.

All bids submitted to be in sealed envelopes, plainly marked on outside kind of material upon which bid is submitted.

George H. Brown, Commissioner of Finance, Lowell, Mass., March 6, 1914.

FINANCE DEPARTMENT
Office of Purchasing Agent.
Sealed proposals will be received at the office of the purchasing agent for furnishing and purchasing the following supplies at the dates mentioned below:

Wednesday, March 11, 1914, at 11 A. M.

Req. 62,450. Water Works Dept.

To sell. About 25 cords of Manure

Req. 62,547. Water Works Dept.

275-5-3 in. meters.

25-3-1 in. meters.

10-1 in. meters.

As per specifications at purchasing agent's office.

Req. 62,544. Cemeteries Dept.

Plants as per list at purchasing agent's office.

All bids submitted to be in sealed envelopes, plainly marked on outside kind of material upon which bid is submitted.

George H. Brown, Commissioner of Finance, Lowell, Mass., March 6, 1914.

HELP WANTED

KITCHEN GIRL WANTED. ONE who can do home nights. Apply 283 Appleton st.

AUTO CHAUFFEUR WANTED. A man willing to take hold of good trade. Address D 31, Sun Office.

WANTED AT ONCE, YOUNG LADY to operate out border machine, in windows during hot big cut out border sale which begins Friday morning. Apply to R. Wilson, Mer., United Wall Paper Stores of America.

CAREFUL EXPERIENCED MAN wanted to run a light delivery auto truck; must have reference to verify the above. Write D 66, Sun Office, with reference.

FOR SALE
HATCHING EGGS FOR SALE. White Rock, 600 setting; R. I. Reds, 500 setting; Charles Dupras, 54 Clifton st., Wigglesworth.

CANARIES AND GOLDFINCHES for sale; 205 Middlesex st., top floor. Call evenings after 6 o'clock.

A GOLDEN OPPORTUNITY—A NEW Howard upright piano for \$95. It was drawn as a prize, but will sell at once as I cannot use it. Andrew Palardy, 101 Westford st.

40 CAN MILK ROUTE FOR SALE. Write D 190, Sun Office.

ONE HOLSTEIN COW FOR SALE; coming in a few days. Write Box 119, Gorham st., East Chelmsford.

GENUINE CARVED MOONSTONE for sale. Very few in existence; easily worth \$200; sell for \$50. Write D 30, Sun Office.

FOR Hay and Wood
C. H. McVOY, 430 Broadway

ATLANTIC CITY, N. J.

THE WILTSHIRE Virginia ave. and beach. Ocean view. Greatly improved and refurnished. Cap. 350. Private baths, running water on several floors, etc. Special—\$12.50 up weekly; \$1.50 up daily. Open all year. Booklet. Samuel Ellis.

Bright, Sears & Co.

WYMAN'S EXCHANGE
Bankers and Brokers

SECOND FLOOR

ATLANTIC CITY, N. J.

THE WILTSHIRE Virginia ave. and beach. Ocean view. Greatly improved and refurnished. Cap. 350. Private baths, running water on several floors, etc. Special—\$12.50 up weekly; \$1.50 up daily. Open all year. Booklet. Samuel Ellis.

Bright, Sears & Co.

WYMAN'S EXCHANGE
Bankers and Brokers



THE 1914 SHOW

TO BE THE MOST ELABORATE AUTOMOBILE EXHIBITION EVER HELD IN NEW ENGLAND

Another Boston automobile show, more gorgeous in its setting, with a larger and more varied display of motor cars and accessories, will open this evening in Mechanics building, and will be on every day next week. The lavish hand of the artist has turned this great exhibition hall, covering six acres of space, into one great harmonious riot of color that makes a beautiful background for the bright glistening models. Thousands upon thousands of electric lights will make "The Greatest Auto Shows on Earth" resplendent with illumination. Every representative manufacturer in America and Europe will display his cars at this show.

The decorations are by far more gorgeous than anything ever attempted in a public building in Boston before. A fortune has been expended in beautifying these great exhibition halls. The general motif for the magnificent decorations for this year is Italian in character, nearly all the details being from drawings made by the architect, Ernest W. Campbell, while on a special tour through Italy and various countries of Europe last year. In general the first of the large halls presents a scene that is Roman in style. The entrance lobby, faced on either side by marbleized panels, is completely transformed, having elliptical arches springing from fluted pilasters spanning the corridor. White statues stand out in bold relief against a dense background of foliage.

As one enters the building to exhibition hall they pass through the Roman arch. All the massive beam work is completely concealed by handsomely painted entablatures in the Roman style of architecture in the form of a moulded cornice, while the brackets are covered with masking pieces showing a massive carved decoration of the same period. Electric lights to the number of thousands are used to enhance the beauty of the arches. Massive columns in verte antique bronze, surmounted by large illuminated glass globes serve as sign posts, bearing the name of the exhibitor and defining each space.

The side walls are treated with the marble cornice effect, the scenic paintings between, and Italian traceries over the windows. At the end of the main aisle the stairway leading to the balcony is so designed that a brilliant effect of electrical display and marble statuary is presented. Beautiful foliage and floral decorations form a striking feature at this point. The Roman canopy or awning effect is carefully wrought out in the overhead lightwell treatment.

In striking contrast to the stately purity of design in the exhibition of the Venetian coloring in the grand hall. The great presentum arch curtain with its tormentors or side curtains is strikingly beautiful with its rendering in carved and mosaic effects. This great piece of art work is 140 feet long and 45 feet high.

The stage cyclorama of Venice 90 feet long and 30 feet high presents a striking view in perspective as seen through the gorgeous banners of the city of Doges. The various parts of Grand Hall from every point of view, form studies worthy of the most critically artistic minds. The entire ceiling is covered with a massive canopy effect, placed to represent open carved work, from which are pendant, eight electroluxes each composed of 12 Venetian wrought iron lanterns illuminated. Garlands of bright flowers are festooned far below each of the lamps, while a multitude of brilliant streams of light stretch from canopy to canopy and then off to meet the arches surrounding the entire hall from ceiling to the bottom of the second balcony.

The arches are studies adapted from the Ducal palace and their execution in the hands of the artists are little short of marvelous. The face of the balcony represents accurately the carved decorations seen along the various canals of Venice. Projecting balustrades filled with flowers rich in magnificent carvings are seen at regular intervals and between these in light hues are many crests of the Ducal rulers.

Opposite the stage is seen the great "piece de resistance" of the show "The Grand Canal of Venice" 150 feet long and 40 feet high, painted by the master of scenic art in this country. The view of this from the stage through a vista of color with the gilded carvings and wonderful decoration effects of the orchestra court is one never to be forgotten.

Such is the setting for the several hundred automobiles that will be on exhibition, and it is one great harmonious whole. Manager Chester I. Campbell has had an army of men working out the details of this great show, and when the building opens at 8 o'clock tonight everything will be ready for the accommodation of the thousands and thousands that flock annually to this opening.

The big day, of course, will be next Wednesday which has been designated as "Society Day." Boston's bluest blood and the smart set always turn out to the Boston Automobile show on the day designated to them. Governor Walsh and his staff and Mayor Curley and the members of the city council also attend the automobile show on this day.

In all there are 250 exhibitors. Of this number 80 will display different types of motor cars. All of the representative American makers will be exhibitors. There will be almost two dozen makes that will be shown to the retail trade of New England for the first time. This will include the cycle car which is of course brand new.

There will be a lot for even the motor wise to observe at this big exposition. The Accessory department will have a hundred new "wrinkles" that will have an absorbing interest. Everything new and up to the minute in motor car construction will be on exhibition.

The pleasure car section will close next Saturday night and the following Tuesday evening the commercial motor vehicle show will open in the same building and be on until the following Saturday night.

MECHANICS' BUILDING, BOSTON, the SCENE of GREAT AUTO EXHIBITION

Pleasure Car Section
March 7 to 14
Commercial Car Section
March 17 to 21

ALL LOCAL AUTO DEALERS

Will be Prominent in the Boston Show Which Opens Tonight—Large Delegation From Lowell

The Boston Auto show which opens tonight and motor vehicle supplies and the tonight in Mechanics hall will attract reason for this can be seen at a glance. The motor-buying public of all the local dealers in motor vehicles is glancing. The motor-buying public of

TREMONT GARAGE

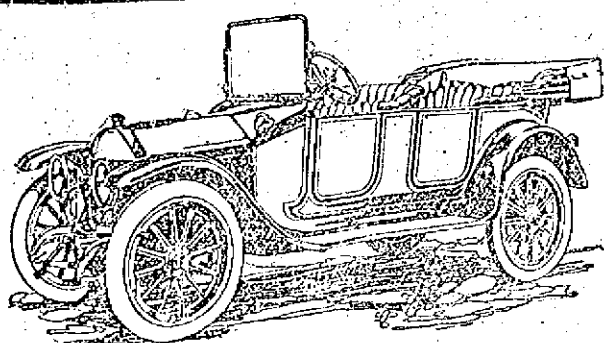
Cor. of Tremont and Moody Sts.

First class equipment for Auto Repairing. First class workmen and first class work guaranteed.

All makes of cars repaired and overhauled by competent men. We make a specialty of FORD Cars.

PETER J. McKENNA, Prop.

Phone 3442-W or 3442-R



"Light Six" or Model 6-48
OAKLAND

"THE CAR WITH A CONSCIENCE"

The modern Oakland is the mature issue of a healthy growth. It is powerful—beautiful—complete—a concrete reflection of cosmopolitan taste.

The strong, powerful motors, the big friction eliminating bearings, the left-side drive, center control, the famous Delco starting, lighting and ignition system, German silver V-shaped radiator, extra deep upholstery, side doors, concealed hinges, large luggage compartments, extra pockets; all these refinements and important features indicate the complete, up-to-date character of the Oakland product.

Price \$1150 to \$2600, f. o. b. factory. All cars fully equipped.

AMEDEE ARCHAMBAULT

Sole Agent for Lowell and Adjoining Towns

738-742 MERRIMACK ST., LOWELL.

Telephone 109

Lowell will attend the Boston exhibit in such numbers that none of the local dealers feel that they can afford to miss a representation at the show for a single afternoon or evening. The Boston show this year will be

produced on the same large scale that has been its chief asset in previous years. All of the car manufacturers will send in their respective makes with their corps of attendants and each will attempt to outdo the others in their demonstrations.

The large wholesale houses of auto supplies and accessories, however, will not exhibit this year. None of the houses entered their wares in the big New York show and say that never again will they compete at any of the shows held in the large cities throughout the country. The reason advanced is that the tremendous expense which they undergo at each exhibit is not made up by the returns from the advertising thus received.

The dropping out of the wholesale dealers, however, seems to have made but little difference in the success of the shows held thus far. The manufacturers will be there in full force to welcome the public the same as at the other exhibits so that the local dealers are not worrying at all about their various wares being given a full and glowing account of.

The tire companies will be another feature of last year's show which will not be seen tonight and next week at Mechanics building. All of the manufacturers of auto and motor cycle tires decided to omit the auto shows as an advertising medium and consequently did not exhibit at the New York show.

Arthur J. Cumiskey and Leon Haynes will be in Boston during the entire run of the show to take care of the interests of those among the local people present who will linger at the stands occupied by the Stutz, Studebaker and Jeffrey cars.

President Benson of the Studebaker company will tender a banquet to all of the concern's New England agents Thursday afternoon at the Hotel Lenox and both Lowell men will be in attendance. It is expected that Mr. Benson will give a description of the company's plans for the ensuing year during his post-prandial talk.

S. L. Rochette, proprietor of the Lowell Motor Mart and local agent for the Ford and Jackson cars, says that auto shows in general and this season's exhibits in particular, have been a great boost to the makers of the machines he represents locally. The public, he estimates, prices the costlier makes and then return to the booths of the Jackson and Ford machines without seeing where the difference in price comes in.

Mr. Rochette will be at the Boston show throughout its run and will have with him Arthur Burke, Philip Elbeault and Euclid Favreau, all of whom are in his employ at the Lowell Motor Mart.

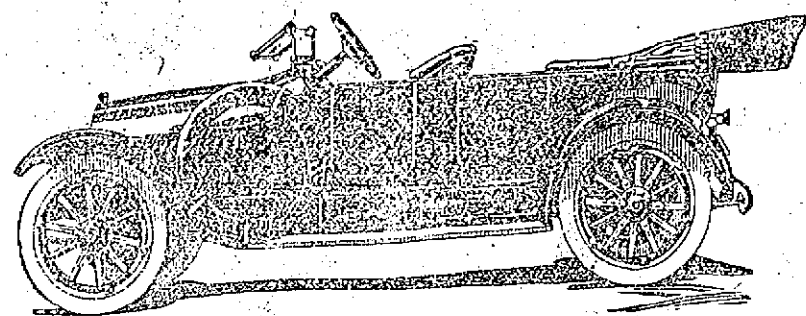
The Buick people are still talking about the recent remarkable climbing stunt of their machine which climbed the Andes mountains, the first automobile ever to perform this stunt. Messrs. Emerson and Hale, the local agents for the car, claim that the coming season will be the greatest in the history of the factory they represent if all the present indications hold true.

Both Mr. Hale and Mr. Emerson will be at the Boston show as also will Danny O'Dea, their crack salesman and demonstrator. Last year this firm met with one of the greatest successes of any of the dealers and is confident that the record of last season will go by the board during the coming week.

Thomas L. Williston, proprietor of the Stanley garage, left Lowell this morning so as to be on hand when the Metz exhibit was gotten in readiness for the exhibit. The local agent for this car intends to spend most of the time during the entire auto show at the Hub in the space reserved for the Metz and will be on hand to greet all of his friends as well as prospective buyers of his car.

The Sackley Motor Co., agents for the King, Haynes and Regal cars, will be represented by Mr. Sackley himself as well as his manager. He expects to be kept busy in his attempt to stay in touch with the Lowell people at each booth but contends that he can handle all the business that comes his way.

Harry Pitts, proprietor of Pitts Auto Supply Co., will be right on deck as usual. Harry states that he did most of his heavy buying at the New York show having bid in a large supply of tires and other accessories in the life city. This, however, will not prevent him from taking in the show at all chances, hall and mingling with the throng of local auto enthusiasts which will be present.



HUDSON SIX-40, THE LIGHT SIX.

HUDSON SIX 40

—AND—

HUDSON SIX 54

THE MODERATELY LITTLE FELLOW

—AND—

THE MODERATELY BIG FELLOW

Both as happily deceitful as any cars you ever saw when it comes to doing things and doing them well. First, in these we show handsome cars. Second, reliable cars. Third, cars of exceptional power. Fourth, cars with speed a plenty. Fifth, cars affording exceptionally easy riding qualities. Sixth, cars bearing a wholesome reputation. Seventh, cars built by a financially strong company. Eighth, cars sold by a concern which expects to be right here for some time yet, and ready to render you service you will appreciate. Altogether we think ourselves worthy your patronage.

GEO. R. DANA & SON

2 TO 24 EAST MERRIMACK STREET, LOWELL, MASS.

Distributors for Lowell and all surrounding towns and all of North Middlesex County.

THE CARS AND DANA, JR., WILL BE AT THE BOSTON SHOW

AUTOMOBILE NOTES

Joseph McGarry, manager of the Boston Auto Supply Co., is being congratulated on the artistic appearance of the display windows of his store at 96 Bridge street. The work was done by the Martin Sign Co.

The Donovan Harness Co. carries a neat line of automobile accessories and supplies and are the local agents for Boston Vulcanizing outfit.

Anderson's Tire Shop, 139 Paige street, is headquarters for all the standard makes of tires and automobile accessories.

Take it to the Sawyer Carriage Co. for repairs. They make a specialty of overhauling, painting, trimming, wood, iron and spring work. They are also agents for the celebrated Stewart truck.

Hovey's auto livery with headquarters at the City Hall garage is prepared to take parties over the road to the show with comfort and safety. Make your appointments early.

VULCANIZING OUR SPECIALTY

Dealers in All Standard Makes of Tires and Accessories

ABSOLUTELY NEW GOODS

PROMPT AND EFFICIENT SERVICE

A complete line of electric light bulbs to fit all cars.

ANDERSON'S TIRE SHOP

139 PAIGE STREET

Telephone 3524-W.

Lowell, Mass.

The New Stevens-Duryea

1915 SERIES

Is Now at My Show Room for Exhibition and Demonstration

GEO. R. DANA

2 to 24 EAST MERRIMACK ST. LOWELL, MASS.

Distributor for Lowell and North Middlesex County, Lawrence, Methuen and the Andovers in Essex County.

Individuality? Yes, That's the Word

ARCHITECTURALLY and ARTISTICALLY the car is a perfect unit.

The body, wheel guards, wind shield and one-man top form a complete unit expressive of elegance, comfort, utility, power, speed and distinction.

MECHANICALLY the car is a perfect unit. The electric system for starting and lighting and the left hand control are designed and assembled as a unit in the unit power plant; nothing savors of afterthought.

NO OTHER CAR has all details so thoroughly worked out and applied.

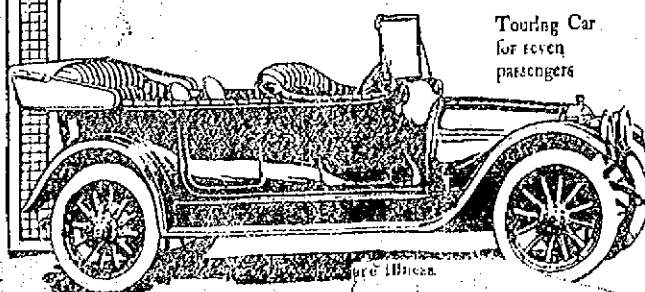
NO OTHER CAR offers so many features for convenience, ease and safety of operation.

NO OTHER CAR HAS SUCH PROVISION FOR COMFORT OR EXPRESSES SO COMPLETELY THE PURPOSE FOR WHICH A FINE MOTOR CAR IS BUILT.

Two Chassis---131 Inch and 138 Inch
Wheel Base

ROADSTER, 2 passengers. TOURING, 5 and 7 passengers. LANDAU PHAETON, 5 and 7 passengers. DEMI-BERLINE, 5 passengers. BERLINE, 7 passengers. LIMOUSINE, 7-passengers. Wire wheels extra on all models.

Five Types of This Car Will Be Shown
at the Boston Show



Touring Car for seven passengers

PRICES
All open and enclosed models with left hand drive and control, electric starting and lighting system.
\$4550 to \$6200



The Story of a Man Who Has Made Good

Have you ever noticed with what care the person interested, nourishes a plant that gives good, hardy, sweet smelling and beautiful flowers? He or she cares for it with the utmost attention and never allows the chance to help it go by.

To this, in a way, can the success of this business be attributed. When Mr. Pitts decided to open this establishment he knew that to be successful he would have to give the people the best procurable on the market at the right prices; give them unqualified service and be almost untiring in his efforts to satisfy them.

But four years have passed since the time when the store was opened and began serving the automobile owners of this city and suburbs. Has the business been successful? Well, just stop and consider for a moment the extent to which it has developed and how well the name of Pitts has been established in the minds of users of automobile supplies.

Through its fair and square dealings with all; giving the same prices to all as to the one; protecting its customers in all purchases and finally, selling only such articles as the manufacturers of which, knowing the construction of

the said articles and what can be expected of them, have the courage and conviction to guarantee the articles.

Well, so much for the store, now for the "man behind," who guides it through all its destinies, Mr. Harry Pitts. All we ask you to do is to stop any autoist in this city and ask him just what he knows about Harry Pitts. We have no doubt but that his opinion will be favorable. If we thought otherwise do you suppose we would solicit you to ask him?

Mr. Pitts has been only a short time "in the game," but my, what a success! Perhaps you are one of the few who have not paid him a visit. If you are, just stop in the next time you are up this way and look his stock over. There's nothing in this store but that can be used by an automobilist.

The articles are so well known and universally used that they are in demand, which keeps the stock continually on the change, and necessitates the carrying of new, fresh goods. And "fresh goods" are very valuable to an automobilist.

All sizes of the leading makes of tires always in stock.

Pitts' Motto:—To Please the Patron at Any Cost

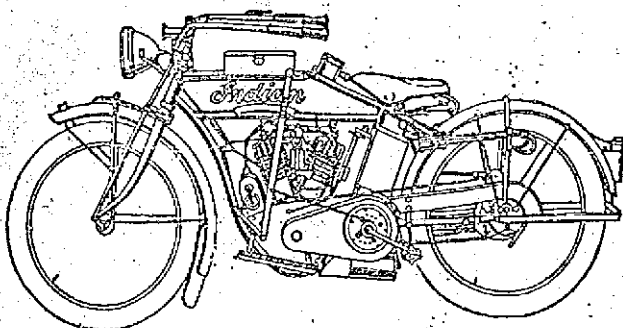
Sole Proprietor **HARRY PITTS**
7 HURD STREET
TELS. 52-W and 52-R

MOTOR TRUCK WHEELS

SERIES OF TESTS MADE TO SHOW THE RELATIVE EFFICIENCY OF STEEL AND WOOD

A rigid and exacting series of tests has just been completed in the school of mechanical engineering at Purdue university to show the relative efficiency of steel and wood as material for motor truck spokes. In the investigation wooden wheels constructed according to the specifications of the Society of Automobile Engineers and

steel wheels of standard dimensions but of steel stampings were used. The tests were conducted under the direct supervision of Professor L. V. Ludy and H. H. Schofield. They included not only tests to which a wheel would be subjected under actual road conditions, but also such as would show the ultimate strength in every detail. The wheels were subjected to four tests, and in each the steel wheel built for a load of only a ton and a half proved superior to the wooden wheel built according to 2-ton truck specifications. The steel wheel was built entirely of steel with the exception of the rim, which was built of wood, so that it might be available for any kind of a tire. The rim and the hub were connected by a pressed steel web fastened together with rivets.



INDIAN and POPE MOTORCYCLES

In justice to yourself do NOT buy a motorcycle until you have looked at the INDIAN. You will then see the difference; cannot tell it all here.

NOW, BICYCLES

Here is a full hand that cannot be beaten—Racycle, Iver Johnson, Flying Miskel, Leatwee and Crown, at prices to fit any pocketbook.

Get busy with that wheel of yours that needs overhauling; we know our business and will use you right.

We can make anything go—from a baby carriage to a motorcycle. We have everything for anything on two wheels.

We have the best equipped and largest motorcycle garage outside of Boston, and three mechanics that know their business.

We are ready for you—Come on!

GEORGE H. BACHELDER

TEL. 1758

POSTOFFICE SQUARE

The Efficiency of the CADILLAC

Demonstrates the superiority of the "4" over the "6." Investigate the two speed direct drive axle at the Cadillac exhibit. Space 2 at the auto show. Price \$1975, f. o. b. Detroit. Full equipment included.

WALTER PERHAM, AGENT

Telephone 287-M

Service Station, Sawyer Carriage Co.

There Isn't a Question

But what we've got the best line of Auto Supplies in town and our hundreds of customers will testify as to price. "I wish that I had come here before," is a saying we hear every day. You too will say the same if you buy from us once. Our vulcanizing department is kept busy even at this time of the year by people who are getting their cars ready for spring. Our work is fully guaranteed.

Boston Auto Supply Co.

96 BRIDGE STREET

Telephone 3605

Open Every Evening

Hovey's Auto Livery

CITY HALL GARAGE

PHONE 2000

Residence, 3350-W

AUTOMOBILES FURNISHED FOR ALL OCCASIONS.

RELIABLE CHAUFFEURS

Special Rates for the Boston Auto Show.

Our Motto—Safety.

To Every Automobile Owner:

The Boston Vulcanizing Outfit is necessary, as necessary as the inner tube if the last spare one is in use and a blow-out or puncture occurs, possibly "miles from nowhere."

We Guarantee a cut or puncture up to one inch can be perfectly vulcanized with this outfit at a cost of two cents and a cut three inches long for five cents.

We Guarantee you cannot possibly harm an inner tube by over curing with this vulcanizer which places it in a class by itself and makes it safer to use than steam or electricity.

We Guarantee that any person who will read and follow the simple directions for using can turn out as good a job as an expert.

We Guarantee you can buy from us at any time, enough raw material for 50 cents to make \$20 worth of repairs at shop prices. (The outfit contains enough material for \$15 worth of work.)

We Guarantee to refund the price paid if for any reason not satisfactory.

The capacity of this vulcanizer at one time is a cut or tear four inches long and it is the only machine manufactured for individual use which will perfectly cure the raw rubber through to inside of tube and also the only one which can be safely used in the wind.

Three repairs at capacity will more than save \$2.75, the price of complete outfit.

AUTO TOPS and Automobile Supplies of All Kinds.

NICE LINE OF AUTO ROBES

We Repair Old Tops, Also Supply Celluloid

Parts in Curtains.

Donovan Harness Co.

109 MARKET STREET, CORNER OF PALMER

The tests brought out clearly the present difficulty experienced by most manufacturers in obtaining a grade of lumber sufficiently uniform for the manufacture of automobile wheels. The present scarcity of good material makes it possible that one spoke may be slightly inferior, thus reducing the strength of the assembled wheel. Each test was continued until the wheel gave away or until the capacity of the testing machine had been reached. In the case of the wooden wheels, failure was always apparent in one place, thus showing slightly defective material, although as a whole they fulfilled the specifications. The steel wheels when tested beyond their capacity gave away more uniformly.

The first experiment corresponded to the twisting force or torsion of the hub on a wheel mounted upon the driving axle of a truck traveling under a load. The load was applied to the rim of the wheel and the rim held stationary, while a force was applied to the hub so as to twist it. The force was applied in the manner that the drive of the motor would be applied under actual road conditions. The second test consisted of holding the wheel stationary on the axle and applying a load to the rim on one side, corresponding to the force exerted on the wheel of a truck skidding and striking a curb or other obstruction.

In the third test a wheel was placed in a vertical position on its rim in a static testing machine and the load applied directly across the diameter, the load being increased to determine the strength of the wheel. Finally, the wheel was supported by the rim on two sides, lying horizontal, and the load was applied to the hub. According to the university authorities there is no record at the present time of any wheel's being submitted to this test in the past.

THE STUDEBAKER CARS

BIG DISPLAY AT BOSTON OF NEW MODELS EQUIPPED WITH SEPARATE UNIT SYSTEM

An exclusively Studebaker exhibit at the Boston show is that of the Donovan Motor Car company, Studebaker distributors. The array of body types includes all the varieties of the Studebaker "Four" and "Six" chassis. All the new Studebaker models are equipped with a built-in, separate-unit electric system which automatically generates and furnishes current for cranking, lighting and ignition. All are equipped with full seating axes, centralized dash equipment, left steer, center control, gasoline tank in dash, demountable rims, fity curtains and Gray & Davis lamps.

The "Four" touring car seats five, has a wheel-base of 108 inches and is equipped with 32x3 1-2 Goodrich tires. It is priced at \$1650.

The "Six" Touring car is of seven-passenger capacity, has a wheel base of 121 inches, 34x4 Goodrich tires and sells for \$1755.

Both the "Four" and "Six" chassis are furnished with an attractive type of convertible body, known as the Landau-Roadster and priced at \$1700 and \$1800 respectively. Disappearing windows, a special windshield, and ingenious curtains and a top make it possible to enclose the interior as tightly as a coupe, without in the least interfering with the use of the car as an open roadster, when desired. All the convertible equipment is self-contained.

The "SIX" chassis is also furnished with a five-passenger Sedan body, the interior and general arrangement of which is especially attractive. By manufacturing these Sedans in large quantities, it is possible for Studebaker to market them at \$2250.

Besides the exhibit of passenger cars, Studebaker is also represented in the commercial field by the new Studebaker delivery car which is furnished either with panel or express body, at \$1150. It has a load capacity of 1500 pounds, is equipped with electric starting and lighting apparatus, has a full floating rear axle and is fitted with 34x4 1-2 inch tires.

GOLD EXHAUSTORS

It is one of the characteristics of the ordinary type of lead-acid storage battery that its action is likely to be sluggish when the electrolyte is chilled. Hence, sluggish response from the engine starter after a car has been housed in an unwarmed garage all night should not be harbored against the system as a defect. As the battery is used the chemical action will raise its temperature a certain amount and the response will be quicker. The obvious way to overcome such difficulties, of course, is to warm the garage.

AUTO SHOW RECORDS

BOSTON SECURED INTERNATIONAL RECORD IN NUMBER OF CARS ON DISPLAY IN 1910

According to C. A. French of The Automobile Journal, Pawtucket, R. I., the Boston Automobile Show first secured an international record in the number of cars on display in 1910, when there were 122 different makes and a total of 659 complete cars and chassis on view. The previous record was the Olympia show in London for 1909, when 597 cars and chassis were exhibited. Boston still holds this record, the nearest approach to either mark being the Olympia display of 1910, when 599 cars and chassis were shown. The statistics of the Boston show

AUTO CAPS

Any Style

Made to Order at Reasonable Prices

Delorme, the Matter

SUN BUILDING

15 Prescott Street

That WEIDELY Motor

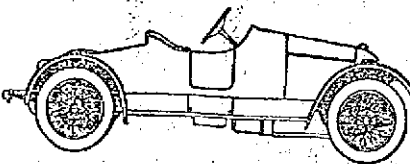
Don't Miss It—In the Premier Six—At the Boston Show

See the motor with the valves in the head, and a single cam-shaft operating directly over them. The motor without rocker-arms, push-rods and rollers—the six-cylinder motor with the fewest parts. Examine this small motor with greater power and speed than other six-cylinder motors of larger size. The six-cylinder motor that travels farther on a gallon of gasoline than FOUR-cylinder motors of equally rated power. Here is a motor of the standard poppet-valve type made wonderfully efficient merely through simplification. The difference in its efficiency is simply the difference between what "we get and what the other fellow wants."

Come see the Premier—the only car in America with the Weidely Motor. Note the symmetrical body lines—harmony and balance—all in keeping with the remarkable simplicity and "up-to-dateness" of the power plant. Clean motor appearance is not obtained by side-plate coverings, but by the elimination of unnecessary parts.

The Premier Six with the Weidely Motor is considered the finest example of six-cylinder construction in America. It was the sensation at the New York and Chicago Shows. The Premier is one car in the Boston show which will make worth while your visit.

PREMIER



PREMIER

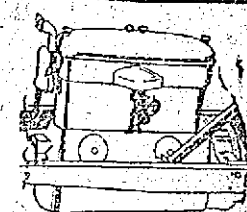
MOTOR MFG. CO.

Indianapolis, Indiana

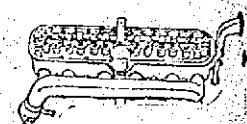
PREMIER MOTOR CAR CO.

Distributors:

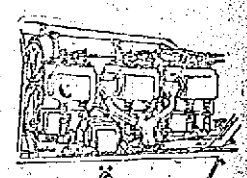
652 Beacon St., Boston



The Simple Weidely Motor



Note the Cam Shaft on Top



The Ordinary Motor Note the Complication

for the past six years present the following interesting facts:

Makes on Display

Year Pleasure Commercial, Tls. Visitors

1908 71 81 69,000

1909 88 18 108 29,000

1910 97 26 122 107,500

1911 102 41 143 145,400

1912 107 58 173 225,000

1913 108 68 178 245,000

A comparison of the number of makes on display at the various big shows for the present season shows the following:

Paris London New York Chicago

132 126 70 86

Inasmuch as commercial vehicles also are shown in connection with pleasure cars at Paris Salon and Olympia shows, it is only fair to include the makes of power wagons displayed at Boston in making comparison with those exhibitions. The list of exhibitors to date for the 1914 Boston show includes 88 makes of pleasure cars and 50 of trucks, a total of 138, and as it has always been true that many new makes are entered just previous to the opening of the display, there is every reason to predict that the forthcoming show will again establish a new record in this respect.

PUTTING IN SPARK PLUGS

Putting spark plugs into cylinders is quite a scientific little performance all by itself, and the way it is done has a great deal to do with the way it must be done. In other words, the way a plug is put into the cylinder is what determines the way the plug must be taken out. There are two things to be considered. The plug must be gas-tight, and it must also be tight enough so that it will not work out of itself. Beyond this there is no earthly sense in tightening a plug, unless one wants to help on the spark plug industry by spelling plugs. Bearing in mind the fact that a gas-tight plug is tight enough, it is easy to see how foolish it is to put a wrench on the plug and lean back until not another fraction of a turn can be taken. This sort of a proceeding wears the thread, flattens the gasket until it has no life left and causes porcelain breakage. Another point is that a plug expands when heated while the hole in the cylinder contracts, making the joint tighter when the engine is hot than when it is cold, though it is a common thing to hear the contrary view expressed. A plug screwed into a cylinder hard and tight when the engine is cold may be almost immovable when the

engine is hot. On the other hand, a plug put into a hot cylinder is likely to loosen up considerably when the engine cools and present difficulties, possibly, in effecting a removal. Plugs should, therefore be tightened enough to prevent leakage—and no more.

TOOTHACHE STORY FROM WINNIPEG

An eye for an eye, says the old law, and a tooth for a tooth—but as far as anyone has discovered, there is nothing in the book about a tooth for a magneto contact. Yet that is almost what a Winnipeg man used. Anyway, this is the yarn: Two of them were out in the country in a car; one of them, incidentally, was a doctor, which may have had something to do with it. The sawbones—who must have been a taskyanker, too—was doing something to the magneto when he lost one of the platinum contacts. Promptly seizing his companion, he extracted from one of his teeth a medium of the super-precious metal, made a magneto contact of it and put it in the machine and drove home. Winnipeg is a long way off!

HINDERS PROPER COOLING

There is such a thing as overheating a motor when it is driven in the most skillful manner, is in perfect order in every way and the radiator is full of bristly circulating water. The radiator may be cooled and plugged up with dirt on the outside. Of course it doesn't happen very often that it will not radiate properly, but it is possible and has happened, especially after a long run through very muddy roads. The mud helps along overheating effectively, especially when it dries, acting as an excellent insulator of heat.

Autogenous Welding

Machine parts made and repaired

General Repairing

McIntosh Machine and Welding Co.

148 Warren St.

THE Sawyer CARRIAGE COMPANY

Repairers of Automobiles

OVERHAULING
PAINTING
TRIMMING
TOPS

CARBON REMOVED
IRON WORK
WOOD WORK
SPRING WORK

AGENTS FOR

STEWART TRUCK

Tel.

354

Worthington Street

150,000 BUICKS

Are On the Road Today. Many Have Been in Service for Nine Years. Many Have Records of Over 100,000 Miles.

THIS IS BUICK DURABILITY

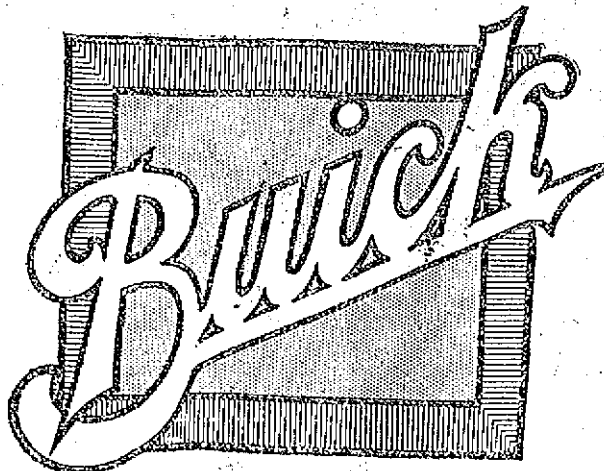
Buick is the car of Power, the car of Strength. The car of Speed, the car of Service.

The Buick overhead valve motor is guaranteed to produce more power than other types of the same size.

30,000 Buicks sold last year show the increasing demand.

This year with the Delco System of lighting, cranking and ignition at no additional cost—the demand is still greater.

Three sizes and six styles from \$950 to \$1935, but every one a Buick through and through—built and backed by the great Buick factory.



MOTOR CARS

All Models can be seen at our showrooms as well as at the

BUICK EXHIBIT

at the BOSTON SHOW

Yes, Milo and Don will be at the Show to greet you.

LOWELL BUICK CO.

91 APPLETON STREET

WHEN BUYING AUTOMOBILES

BUICK WILL MAKE

NO "FREAKS" THIS YEAR

SAYS GEORGE R. HANA, LOCAL DISTRIBUTOR OF THE STEVENS DURYEA CAR

One of the most striking features of this year's motor shows is the almost entire absence of what might be called "freaks." Manufacturers have grown much wiser than formerly and have found out by hard and bitter experience that it is far better to go on improving existing designs, which have done so well in the past, than to risk failure by adopting any new and untried inventions.

These remarks, of course, apply to the chassis as a whole, and not to the details, as there are many new ideas in chassis this year, but nothing that actually affects the design as a whole. As regards the design of chassis generally, the tendency is not to lengthen the stroke of the motor, any further, and apparently the limit in stroke-bore ratios has been reached.

The unit construction of motor, clutch and gear set is more prominent than ever, and those of the old motor school who remember the first automobile show, are probably not surprised at so general an adoption of this unit construction.

No engineering staff of any company has ever received such flattering testimonials to their advanced ideas as have been testified to by the motoring industry in adopting this feature.

Exhibited at my show rooms is one

of the new Stevens-Duryea seven-passenger touring cars, which may without reserve be said to represent a faultless standard of perfection in its mechanical construction, while its exquisite body work, fashioned in the company's own works, may almost be said to express finality in detail of refinement and finish.

Come in and see the car, look at the exclusive design, no other car like it, ask us to raise the hood, then ask us where the motor generator that starts the engine and lights the lights is located; you'll tell us it's the cleanest job you ever saw, then we'll tell you it's the most accessible car from front to rear and top to bottom that you ever saw, and no matter whether you are from Melville, Centralville, Highland, old ward 5, or Missouri, we can show you.

HOW SAXON GOT ITS NAME

INTERESTING STORY TOLD BY H. W. FORD, PRESIDENT OF THE SAXON AUTO COMPANY

The story of the way the Saxon car got its name is interesting.

H. W. Ford, president of the Saxon company, says the name "Saxon" was chosen because of the desire to embody in the car the characteristics of the Saxon race.

"For centuries," says Mr. Ford, "the Saxon race has been famous for integrity, endurance, simplicity, per-

sistence, thrift and ability to 'make good' under all conditions.

"We set about to embody in the Saxon car the virtues of strength and simplicity, to build this car light, and to make it economical in initial cost, in operation and upkeep cost. Above all, we have sought to produce it as a car, honestly built and designed to meet the demands of the greatest number of people, at the same time selling it at a cost they consider fair and can afford to pay."

"Standard Tread and Continental-made motor are two features which have done a great deal to make the Saxon the sensation it is here," says E. A. Gilmore of the Whitten-Gilmore Co., distributors for the Saxon car which is on exhibition at the Boston show.

"Nine out of every ten of our visitors ask these two questions: 'Has it standard tread?' and then 'What type of motor?' When we explained that this good looking \$395 automobile has standard tread and a Continental motor, the inquirer is not only satisfied, but enthusiastic. The motor is of exclusive design and the Continental company has turned over an entire section of its plant and organization to its production.

"This car has struck a popular chord in every section of the country. It is just the sort of automobile for the man who used to say he would buy when the price should come below \$400. Somehow, those who have never owned a car have placed \$400 or less as the figure at which they wanted to see cars sold. Now their dream is realized, particularly since they are able to buy for \$395 a real automobile with accepted features of design."

AUTO-BASEBALL NEWS

"WAHOO" SAM AND "LEFTY" WILTSIE ENJOYED AUTO SPINS WHILE AT MANILA

Being a professional baseball player has its compensations. About this time of year, when fans are shivering around in overcoats, ya hall-tosser is in spring training beneath the warm Texas or Florida suns. In the summer he plays to the grandstand and keeps the sporting editors busy reporting his performances. In the fall—if he is lucky—he goes around with his pockets sagging with world series "cush." In the winter he either goes into vaudeville at a thousand (?) a week or he takes a sight-seeing trip around the world with a few of his fellows and incidentally plays a few games to pay expenses.

"Wahoo" Sam Crawford, outfielder for the Detroit Tigers and the world touring baseball team, and "Lefty" George Wiltse, the New York Giant southpaw, also a member of the world touring team, recently played in Manila and while there enjoyed several spins on the boulevards in a Hudson Six-35 which Levy Hierman, proprietor of the Estrella Automobile Palace, Manila dealer in Hudson Sixes, placed at their disposal for a day or two.

MARMON FORTY-EIGHT

INTERESTING AUTOMOBILE LITERATURE TO ACQUAINT OWNERS WITH THEIR CAR

An interesting and attractive book recently issued by Nordyke & Macdonald company is called "The Marmon Forty-Eight in Service." This book is a decided innovation in the field of automobile literature, and is causing much favorable comment wherever it goes. Its obvious purpose is to acquaint owners and prospective owners of motor cars with the very wide distribution enjoyed by the Marmon Forty-Eight.

This purpose is admirably carried out by means of photographs which carry more conviction than pages of reading matter could do, and with less fatigue to the reader. Truly, "he who runs may read" this book.

A single page of reading matter by way of introduction, is followed by 14 pages of photographs, reproductions, showing the Marmon Forty-Eight in use in widely separated parts of the United States and Canada.

A feature that adds tremendously to the pleasing effect is the color scheme. A replica brown ink on dull finish buff paper, lends an air of distinctiveness and "tone" to the book, that could hardly have been secured with any other combination of color for this particular subject.

The illustrations are remarkably well chosen, and show beyond a doubt that the Marmon Forty-Eight is in use in places that vary widely in climatic conditions. The name and address of the owner of the car accompanies each photograph, and in many instances the accompanying scenery is so characteristic as to indicate at a glance the approximate location.

The book indicates that the Marmon Forty-Eight has secured a widespread adoption among discriminating owners. Every name is an indication that those who want a car, not merely for its appearance, nor for its easy running qualities alone, nor for its dependability alone, but for all these things, choose the Marmon Forty-Eight.

QUALITY NOT QUANTITY

IS THE POLICY OF THE MANUFACTURERS OF FIAT CARS
MADE AT POUGHKEEPSIE, N. Y.

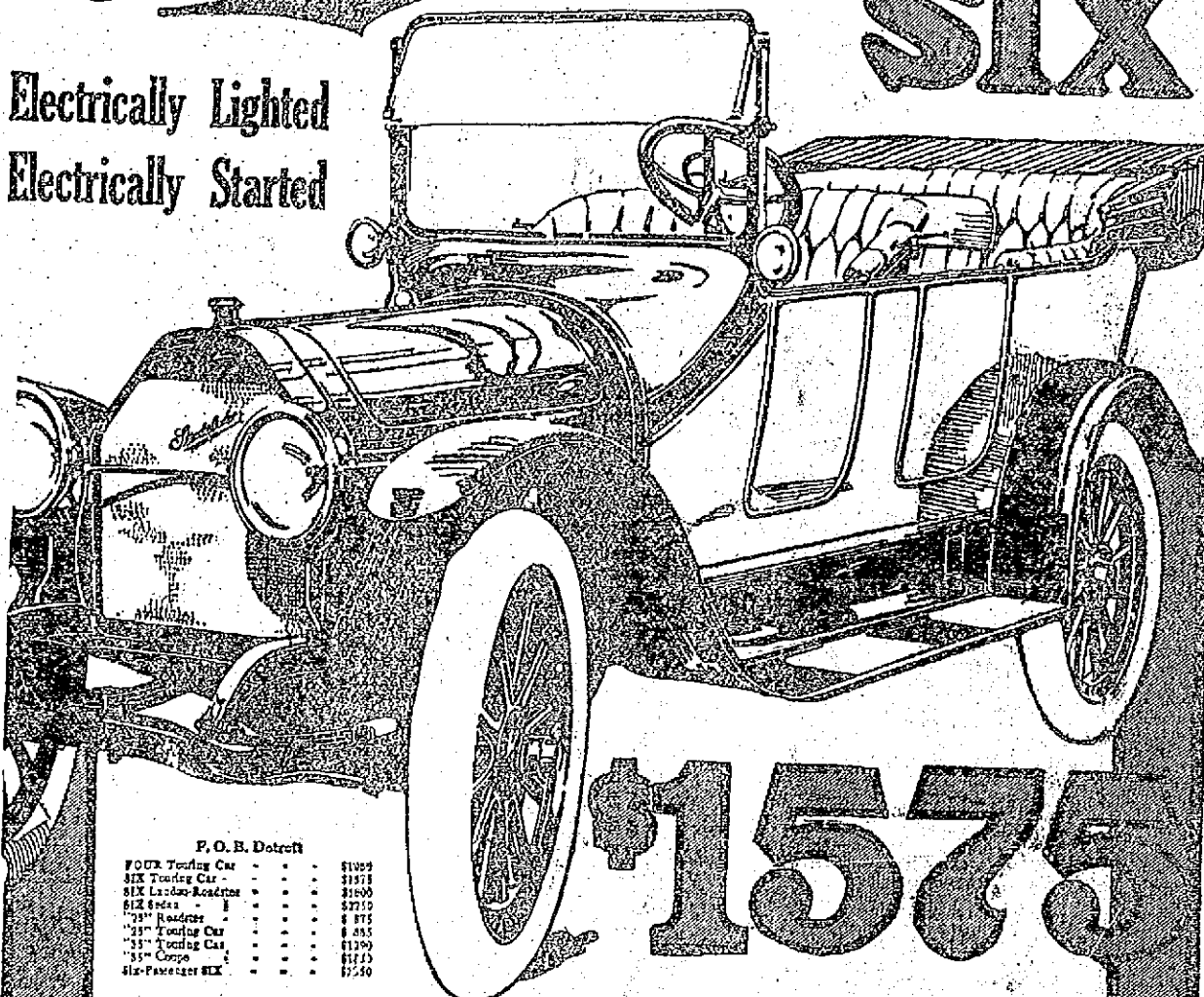
The Fiat exhibit will be found at the usual spaces, 113 and 114 Mechanics building. The cars on exhibition are in a class by themselves in the way of design, style, finish, etc. Every car shown is the product of the American factory at Poughkeepsie, N. Y., which has been in operation for the past four years, during which time they have been steadily increasing their output each year.

It is not the policy of the Fiat company to manufacture quantity, but quality. The American Fiat is a duplicate of the foreign car to the smallest detail. The entire design is created by the Italian engineers at Turin, Italy, and after the cars have been thoroughly tested over mountainous roads and they have proven to come up to the Fiat standard, they

Studebaker

SIX

Electrically Lighted
Electrically Started



\$1575

P. O. B. Detroit

Four Seater Car	\$1099
Six Seater Car	\$1199
Six Seater Roadster	\$1299
Six Seater	\$1399
Five Seater Car	\$1499
Five Seater Roadster	\$1599
Five Seater	\$1699
Four Seater	\$1799
Four Seater Roadster	\$1899
Four Seater	\$1999
Three Seater	\$2099
Three Seater Roadster	\$2199
Three Seater	\$2299
Two Seater	\$2399
Two Seater Roadster	\$2499
Two Seater	\$2599

If this car is honest, there isn't an automobile in existence that compares with it in value.

That it is as honest inside as it is beautiful outside, the name Studebaker guarantees.

The fact that it is manufactured to an extent exceeded by no other car of even higher price clinches the question of internal value.

And despite its beauty, despite its internal excellence, despite its seven-passenger capacity, despite its electric starting and lighting system, it is the lowest priced "Six" on the market.

In the face of such obvious and overwhelming evidence of value—how can you consistently pay a penny more for any other car, than the price of this Studebaker SIX?

Meet us at the Boston Show

And verify every detail of the above statement by an inspection of the Studebaker Six and a comparison with other cars.

ARTHUR J. CUMMISKEY MOTOR CO., Inc

LOWELL, MASS.

Only at the Boston Show can you see the Studebaker Six and compare it with other cars.

Next time you buy a non-skid tire look at the tire itself and be sure it's a Goodrich Safety Tread.

You can tell it by the "Safety First" design, shown above—five bars and a cross tie.

You can see the imprint of Safety Treads everywhere, showing how the thick, tough bars and cross tie make a Safety First roadway for the car.

The thick, tough Goodrich fingers dig down and grip—they help stop the skid—they make the brake effective.

Goodrich Safety Tread Tires

not only set the standard of tire value, but maintain it as well

Goodrich's worth is not a claim, it is a condition, protected, re-inforced, sound and sure. The face value of Goodrich Tires is guaranteed by the service and quality put in them by the makers, and by the security owners have, that they are buying the best tires made.

The quality of Goodrich Tires today is the standard by which all high grade tires are judged. This is because they represent the perfection of tire-making and tire-growing—which gives Goodrich Tires their leadership.

Here are the prices for the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Price	Safety Tread Price	Grey Inner Tube Price
30 x 3	\$11.70	\$12.65	\$2.80
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
33 x 4	23.80	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
35 x 4 1/2	34.00	36.05	6.30
36 x 4 1/2	35.00	37.10	6.45
37 x 4 1/2	41.85	44.45	7.70
38 x 4 1/2	54.00	57.30	9.35

BOSTON BRANCH
651-657 Boylston Street

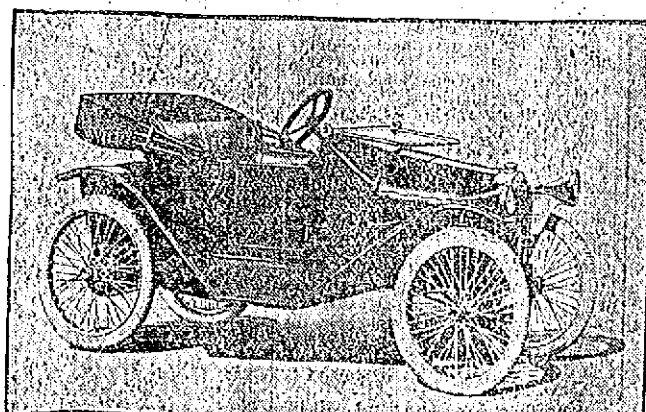
The B. F. Goodrich Company
Factories: Akron, Ohio
Branches in All Principal Cities
There is nothing in Goodrich's Advertising that isn't in Goodrich's Goods

TRUMBULL CYCLECAR

\$425

Complete with Self Starter, Electric Lights, Top and Windshield

18 h. p., 4 Cylinder, Water Cooled Motor, Magneto Ignition



ON EXHIBITION AT THE BOSTON SHOW SPACE 234 BASEMENT
EXCELSIOR
LAUTO-CYCLE
KING OF THEM ALL

Holding all speed records from 1 to 100 miles, and the first to attain a speed of 100 miles an hour.

MARK J. McCANN, 92 Gorham St.

Thos

"America's Highest Grade Motorcycle"

AN IDEAL LADIES' CAR

CARTERCAR IS FEATURING THE
GEARLESS FRICTION DRIVE
TRANSMISSION

The bugbear of motoring, as far as women are concerned, is the shifting of gears, according to George Wetherbee, the New England distributor of the Cartercar, who avers that if it were not for the fact that most automobiles require this feature, that there would be a great many more women motorists.

"The gearless friction drive transmission of the Cartercar eliminates the gears and the clutch and for that reason we feel perfectly safe in saying that the Cartercar is essentially a woman's car," says Mr. Wetherbee. "It is operated as easily as an electric vehicle, but has the range of any gasoline car. Any woman or child can operate the Cartercar in a few minutes after they have sat under the steering wheel."

"Mrs. James J. Storrow, the wife of the well known anaesthetist, is the owner of two Cartercars and several other types of automobiles that require gear shifting. She finds the Cartercar ideal for her use and gets the ease of operation and range that she would not get with an electric vehicle. Although she has five automobiles, she may be seen any day driving along the roads at Lincoln in her Cartercar roadster or in inclement weather in her Cartercar limousine.

"While the Cartercar is essentially a woman's car, yet it is strong and powerful and as a hill climber has no superior."

If you want help at home or in your business, try The Sun "Want" column.

WE CARRY A FULL LINE OF

Auto Goggles

FIELD AND MARINE GLASSES

GEO. H. WOOD 135 Central Street.

AUTO SHOW

MECHANICS BUILDING BOSTON

PLEASURE CAR EXHIBIT

MARCH 7 TO 14

Admission 50c; Except Wednesday, March 11, "Society Day" \$1
Commercial Vehicle Exhibit Opens Tues. March 17, 8 P. M.

PLEASURE CAR EXHIBIT MARCH 7-14
COMMERCIAL VEHICLE EXHIBIT MARCH 17-21

MR. ALEXANDER WINTON

FATHER OF THE WINTON CAR
RECALLS HIS CELEBRATED
COAST TO COAST RIDE

One cannot delve very deeply into the pioneer days of long distance touring without running across the Winton and Alexander Winton himself.

When the durability and speed of automobiles were an unknown quantity and the public, prior to buying, demanded to be shown, the Winton company led the way. July 25, 1897, Mr. Winton left Cleveland in a Win-

ton phaeton with New York as his destination. His arrival in the metropolis Aug. 7 marked the successful finish of the first long distance automobile trip in America.

The first automobile to make the trip from coast to coast was a two-cylinder Winton, driven by Dr. H. Nelson Jackson of Burlington, Vt. Dr. Jackson left San Francisco May 23, 1902, and arrived in New York July 26. The first automobile to be driven across the United States from south to north was a two-cylinder Winton, C. L. Ray of Seattle drove this car from Tijuana, Mexico, to Seattle, May 8 to June 7, 1904.

While disclaiming any predilection toward talking of old times, Mr. Winton "reminisces" most interestingly of that first ride of his to New York. He says:

"That first trip to New York recalls itself because present conditions are so different. It was in 1897, I left Cleveland July 25, in a vehicle having a two-cylinder verticle motor, and followed the Buffalo-Albany route. The roads were fearfully wet and I made the mistake of trying the west side of the Hudson from Albany, but at Coxsack I ferried across to the east side and had better roads and easier traveling. I arrived in New York on Saturday afternoon, Aug. 7, having consumed 15 hours and 42 minutes running time. As I came down Broadway I recalled the daylight, for I was literally clad in dust and sudly in need of a bath.

"There was not at that time, so far as I know, another gasoline automobile in New York, and chug-chugging my loneome way through the Broadway throng, searing horses and sur-

Greatest Automobile Test
The World Has Ever Known

Individual owners have put their Winton Six cars to a test of strenuous service covering more than three million miles.

Figures compiled from the sworn statements of 286 owners appear on this page.

Ninety of these 286 cars established the world's lowest repair expense record of 25.1 cents per 1000 miles.

The performances of the remaining 196 cars are shown in the table.

And the grand totals for 286 cars show that in traveling 3,117,487.5 miles the whole repair expense averaged only \$1.32 per 1000 miles—less than one-seventh of one cent per mile.

This was the most exhaustive automobile test the world has ever known.

The only kind of test that proves anything for individual buyers—the test of service in the use of the owner.

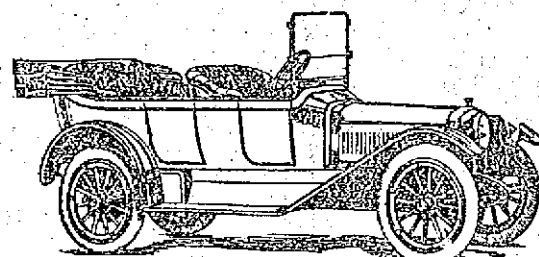
Look over these figures, and then send for a copy of our Repair Expense Book, which gives the records in detail.

We are the pioneer makers of sixes exclusively. Our present model is the same car we have made for six years without a single radical change. Now in its seventh season.

Behind the Winton Six is a substantial company. Free from watered stock, from bonds, notes, and mortgages, from the burden of past extravagances, owning its plant scot free, taking cash discounts on all purchases, specializing on high-class work, employing expert and contented workmen, and pursuing policies that make for efficiency and permanence, the Winton Company stands behind the Winton Six with a guarantee that makes your purchase enduringly safe.

The Winton Six is a manufactured car, not an assembled car. Also it is the only car in the world whose repair cost is definitely known through the sworn statements of individual owners.

We shall be glad to send you our Repair Expense Book that gives the million-mile facts and figures in detail, together with our thoroughly descriptive catalog.



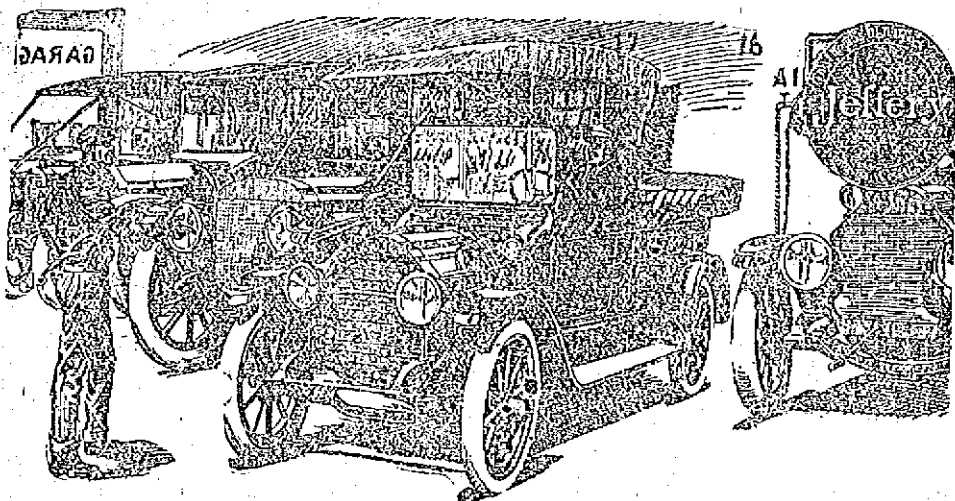
WINTON SIX
SEE IT AT THE BOSTON SHOW

Complete Record of Every Car Traveling 5000 Miles or More in the Six Annual Winton Six Repair Expense Tests of 1908, 1909, 1910, 1911, 1912, and 1913

CLASSIFICATION	Number of Cars	Total Miles	Average per Car	REPAIR EXPENSE		
				Total	Average per Car	Average per 1000 miles
Cars making the world's lowest repair expense record.....	90	1,329,960	14,777.8	\$ 333.71	\$ 3.71	\$0.251
Cars making the poorest records.....	53	562,098.3	10,416.9	3398.31	64.12	6.16
*Cars running without repair expense.....	72	601,604.2	8,355.6			
Cars not otherwise classified.....	71	633,825	8,927	380.47	5.36	.60
Totals for six years.....	286	3,117,487.5	10,900.8	\$4112.49	\$14.38	\$1.32

*NOT INCLUDED IN ANY OTHER CLASSIFICATION.

Average repair expense for 286 cars, traveling 3,117,487.5 miles, is \$1.32 per 1000 miles.



"There's the Car for Economy"

NO one knows this better than the expert mechanic at your garage. He's been expecting this sweeping change in automobile construction. He knows that the demand for economy has been growing and growing because he hears the constant protest and complaint of owners of heavy cars with big motors.

Now the heavy car is doomed. It costs too much to run. The light car, the high grade car, the car of comfort, quality and speed will take its place. The Jeffery is here.

The Jeffery Four is the first high grade, light weight, quality car of comfort produced in this country to sell at \$1550. The same type of car has been sold before at \$2500 and more. It is the car of motor wise Europe. The man who before had to buy the big, bulky cars coming down for economy and the man who before had to buy the cheap car to gain economy is coming to the Jeffery standard for comfort and appearance.

Three things made the Jeffery Four possible at this price—capital, equipment and experience. Few manufacturers in the United States could produce a car of this quality at this price. Two of these would not do it

because they are entrenched in the low priced field. Some could not do it for at least eighteen months. All others could hardly hope to accomplish it, lacking capital, equipment and experience.

That dealers were quick to recognize these facts is shown by their contracting for over 6000 Jeffery cars in 60 days. That the public welcomed the car built to answer their cry for economy is plainly shown by scores of telegrams from dealers reporting hitherto unheard of business for this season and demanding immediate shipment in advance of their schedules. Good mechanics knew that it must be so, but they did not expect this ultimate type of car to come so soon.

Electric lighting and starting, imported angular ball bearings throughout, Split universal joints, Delco-Light's coupling, full floating rear axle, Vanadium steel springs and axle.

Bosch duplex ignition, Rayfield carburetor, Jeffery Four equipment includes Neverleak top, top cover, rain vision windshield, electric lighted dash with Stewart-Warner speedometer, ammeter, air and oil pressure gauges, foot position light, switch and small storage compartments, Klaxon horn, foot rest, extra demountable horn carrier, and complete tool and tire equipment.

Arthur J. Cummiskey Motor Car Co. Inc.

SALESROOM, 250 CENTRAL STREET

Service Station, 548 Moody Street.

MOST ECONOMICAL CARS

METZ "22" ROADSTER WINNER OF
GLIDDEN TOUR HAS FINE EXHIBIT AT SHOW

The Metz company of Waltham, Mass., has an exhibit at Booth B-150 on the main floor of the hall which cannot fail to attract people who are looking for a low priced yet up-to-date automobile. The Metz "22" roadster is well known to the automobile public and was given a very severe test in the annual Glidden tour last July. America's classic road event was won by the Metz team of three cars and they were the only cars that held perfect scores for the entire eight days of the contest.

The Metz is known as the gearless car, having no clutch to slip and no gears to strip. It is also a very economical car to operate. It is made in three styles of body and equipment and the different models make a very attractive showing.

"The Metz '22' save you money when you buy it and every hour you run it. It travels 23 to 32 miles on one gallon of gasoline, 100 miles on one pint of lubricating oil and 10,000 to 12,000 miles on a single set of tires.

Standard equipment throughout, including 22 1-2 h. p. four-cylinder water cooled motor, Bosch magneto, extension top, wind shield, full elliptic springs, five lamps and gas generator, artillery wheels, Goodrich clincher tires, left hand drive, center control and gearless transmission.

TRUMBULL CYCLOCAR

MARK McCANN VERY ENTHUSIASTIC OVER HIS LATEST ACQUISITION.

"Just met me at the automobile show in Boston any time next week," said Mark J. McCann to the automobile editor of The Sun, "and I will show you the latest word in automobile construction." Mr. McCann was referring to the Trumbull Cyclocar, America's first completely equipped four-wheel light car, of which he is the local agent. The car itself has a smart and stylish appearance yet is conservative in general outline to satisfy the most critical.

"Many reputable automobile engineers and designers were consulted to criticize the original design of the Trumbull Cyclocar, and the present car embodies their consensus of opinion," said Mr. McCann to the writer. "When the mechanical features had been approved and their merit determined by actual test of the car,

praising pedestrians, I felt like a man without a friend, the recipient of no sympathy from his fellowmen. To have been the first human being to drive a motor car from Cleveland to New York, should have given me a feeling of elation, but the friendliness of New York cars into my spirit and left no place for elation. To be sure, the crowds were curious to examine my strange-looking machine, but any time museum exhibit would have attracted equal attention, and I was in no mood for a public exhibition.

"Indeed, so strenuously did this feeling possess me that I drove straight to the freight yards, and arranged for the transportation of the vehicle to Cleveland."

eral demonstrators, price was next considered. The officials named the price at which the car was to be sold. able production managers frankly stated that it would be necessary to eliminate some of the special features and expensive equipment, such as mechanical self-starter, electric lights and horn, interchangeable wire wheels, top, wind shield, etc., etc. The company had taken pride in this, and in the fact that they were offering more real car for the dollar than others; therefore, the car must be complete

in every detail and produced for the price.

"This being decided, all agreed that enormous production was necessary to maintain the standard. Special machinery, tools, dies and dies were required to make each part, and as nearly automatically as possible, so that each and every part would be interchangeable in every car.

"This insured the outfit of thousands of dollars for the initial production and a delay of several months, but it enables the manufacturers to

give you a better car for the price and one that is complete in detail and just this much more—a car—the design and mechanical features of which have been proven by arduous tests."

"The price of the car—\$425.00, is extremely low considering the fact it has practically all the equipment of a much higher priced car and it will not be long before you will notice the number of the Trumbulls passing through our streets."

\$475

METZ "22" ROADSTER

THE GEARLESS CAR

No Clutch To Slip --- No Gears To Strip

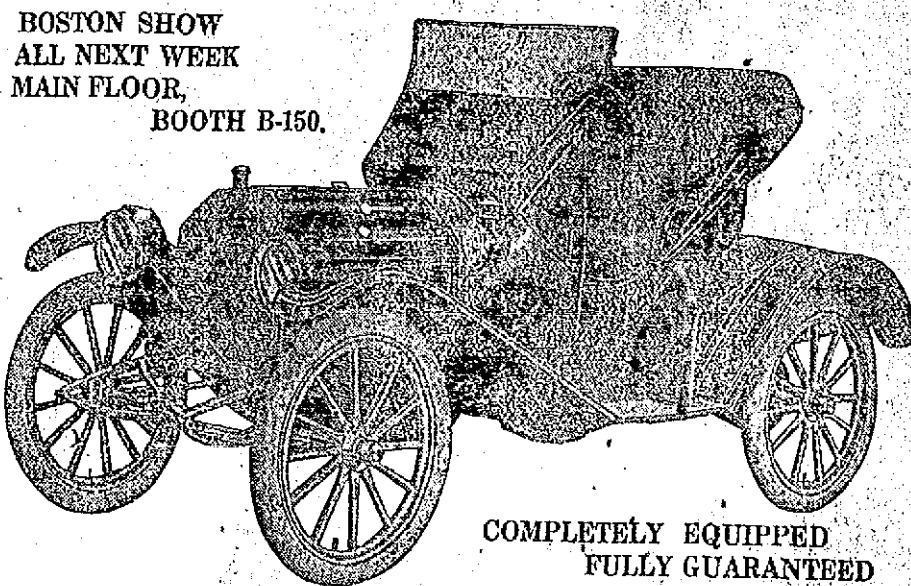
WINNER OF THE GLIDDEN TOUR

BOSTON SHOW

ALL NEXT WEEK

MAIN FLOOR,

BOOTH B-150.



COMPLETELY EQUIPPED
FULLY GUARANTEED

Most Economical Car To Operate

The METZ "22" saves you money when you buy it and every hour you run it. It travels 23 to 32 miles on ONE gallon of gasoline, 100 miles on ONE pint of lubricating oil, and 10,000 to 12,000 miles on a single set of tires.

Standard equipment throughout, including 22 1-2 H. P. four-cylinder water-cooled motor, Bosch magneto, extension top, wind shield, full elliptic springs all around, 5 lamps and gas generator, artillery wheels, best quality Goodrich clincher tires, left-hand

drive, center control and gearless transmission, which entirely does away with gear troubles. America's classic road event, the annual Glidden Tour, was won last July by the METZ team of three cars, and they were the only cars that held PERFECT scores for the entire eight days of the contest. The METZ "22" is everything you want in a car—Stylish, Speedy, wonderfully Economical and always Reliable. Made in three styles of body and equipment, all on exhibition next week at this Boston show, booth B-150, Main Floor.

Write for New Illustrated Catalog "XX"

METZ COMPANY,

WALTHAM, MASS.

Boston Branch, 907 Boylston Street

Phone, Back Bay, 3647

lars, jolts and vibration due to rough roads, etc.
 Call or telephone for demonstration.
 Special discount for cash. Liberal terms on credit.
Joseph Parmentier, Distributor
 411 MOODY STREET

FRED H. TAYLOR DIED IN A CAR

For 20 Years Had Been Letter Carrier at Local Postoffice, on Pawtucketville Route—On Way to Work When Death Occurred

Fred H. Taylor, one of the best known mail carriers of this city and residing at 672 School street, died suddenly this morning on an electric car while on his way to work. Mr. Taylor was riding on the Middlesex street car which was scheduled to reach Merrimack square at 7:10 o'clock, and shortly before the car reached its destination Mr. Taylor was seized with what was believed to be a fainting spell. As soon as the car reached the square a hurried call for the ambulance was sent in, but when the ambulance arrived it was found that the man had passed away. The body was removed

to the funeral parlors of Undertaker Geo. W. Healey. Deceased was born in this city on Oct. 19, 1861. On Nov. 1, 1884, he was appointed sub-carrier and a year later, or on April 20, 1885, he was promoted to the regular force. He was one of the best known carriers in the city and counted a host of friends, who will deeply feel his demise. Mr. Taylor had been troubled with fainting spells for the past few years, but recently he was apparently in the best of health. For the past few years he covered the route known as the "Hammond road" route, and was held in high esteem by the residents along that route, to whom he delivered the daily mail. Deceased is survived by a wife and son. His wife, it is said, has been in poor health for some time.

PROTECT AMERICAN CITIZENS IN MEXICO

Resolution Will be Subject of Spirited Debate in the Senate Next Monday—Investigation of the Murder of William S. Benton Continues

WASHINGTON, March 7.—The United States government, it was learned here today, is biding its time while the commission appointed by the constitutionalists of Mexico to investigate the recent execution of William S. Benton, the Scottish rancher, and the disappearance of Gustave Bauch, a German-American makes a report. There is every prospect that the congressional resolution for protection for American citizens and foreigners in Mexico will be the occasion of spirited debate in the senate next Monday.

Senator Shively, ranking member of the foreign relations committee, has been in close touch with the state de-

partment gathering data on the actual number of foreigners killed or injured as recorded by American consuls throughout the southern republic.

That he will uphold the administration's policy in the expected debate, Senator Fall, of New Mexico, having announced his intention of advocating a change of national interest in the Mexican situation, both present and past, was learned today by the publication of the details of a proposed treaty negotiated between the United States and the republic of Mexico, which, it is said, would have authorized the United States to intervene in support of its own treaty rights and the security of its own citizens, whenever Mexico may be unable

to guarantee the same without incurring the obligation of necessity of a general intervention in the domestic affairs of that country. The treaty had been lying in the secret archives of the senate committee on foreign relations since January, 1909. The injunction of secrecy was removed yesterday and the document, ordered by the committee for the use of the members of that body. The treaty was signed in Vera Cruz, Dec. 14, 1909, by Robert M. McLane, American minister to Mexico, and Ocampo, secretary of state, and foreign affairs of Mexico and shortly afterward transmitted to the senate by President Buchanan, but never ratified by the United States because of confusion incident to the outbreak of the civil war.

First Edition

FOR LATER LOCAL AND TELEGRAPHIC NEWS AND TODAY'S STOCK MARKET REPORT SEE LATER EDITIONS

5 ALARMS KEPT FIREMEN BUSY

Three Alarms in Quick Succession Tested the Speed of Firemen and Were Well Taken Care of by Apparatus

The fire department responded to five alarms last night and early this morning, three of which came between 12:30 and 1:15 o'clock, bringing many people from their beds with the impression that a serious conflagration was in progress. Box 319 at the corner of Thirteenth and Middlesex streets sounded at 12:30 o'clock. Five minutes later an alarm from box 513, at the corner of Marginal and Stevens street, was sounded, and this was closely followed by a signal from box 214, at the corner of Garban and Union streets. The other fires occurred early in the evening, one at 7 o'clock and the other shortly before 10.

The fire department responded to five alarms last night and early this morning, three of which came between 12:30 and 1:15 o'clock, bringing many people from their beds with the impression that a serious conflagration was in progress. Box 319 at the corner of Thirteenth and Middlesex streets sounded at 12:30 o'clock. Five minutes later an alarm from box 513, at the corner of Marginal and Stevens street, was sounded, and this was closely followed by a signal from box 214, at the corner of Garban and Union streets. The other fires occurred early in the evening, one at 7 o'clock and the other shortly before 10.

STEAMER STRUCK LEDGE

Domingo, De Larrinaga Backed Onto Whaleback Ledge at Entrance to Salem Bay

SALEM, March 7.—The British steamer Domingo De Larrinaga in avoiding Baker Island which she had approached dangerously during a thick snow storm, backed onto whaleback ledge at the entrance to Salem bay early today. She floated at night for several hours later after having lost her rudder post and punctured several stern plates.

The steamer was bound from Montevideo for Boston with a cargo of hides. She had rounded Cape Cod and was feeling her way into Massachusetts bay when her officers suddenly discovered Baker island lights ahead. The wheel was put hard over and the steamer sent full speed astern. In backing, the Larrinaga's stern fetched up on Whaleback ledge, which lies between Baker island and Goose island. The tide was going down at the time and the ledge held the stern of the steamer until nearly high water. When she floated it was found that all her steering gear had been carried away and that she was leaking around the stern plates. Third Officer Tenney was sent ashore at Beverly Farms and wired to Boston for tugs and a rescue cutter.

With considerable sea breaking over the ledge and some wind from the eastward, those aboard the Larrinaga spent several anxious hours. The weather moderated this morning and the sea went down. The Larrinaga was commanded by Captain J. E. Jones and left Montevideo on Feb. 1.

FOR FLEET OF MEXICO

WASHINGTON, March 7.—The battleship Delaware is now enroute from Vera Cruz to Hampton Roads for her spotting practice. Her place with the fleet of the Mexican coast, will be taken by another vessel of smaller draft.

MARTIN WAS RE-ELECTED

BOSTON, March 7.—John J. Martin was re-elected president of the Massachusetts Real Estate Exchange by the unanimous vote of the board of directors at the first meeting this year of the board last night at Young's hotel. A vote of thanks was extended to Mr. Martin for his services during the past term.

We Are After Early Spring Orders

And will show our appreciation to the men who order now by making up our early spring \$25 and \$30 suits for \$25 to order.

M. Marks Co.
—Tailors—
40 CENTRAL STREET

JUST A REMINDER
Money deposited now will draw interest from March 7th

Present rate 4%
MECHANICS SAVINGS BANK
202 MERRIMACK ST.
A. C. Cushman, Pres.
C. J. Clogston, Treas.

DIED SUDDENLY

Mrs. Lucie Corcoran Passed Away in Room on John Street

Mrs. Lucie Corcoran, a young woman who roomed at 53 John street, died yesterday night shortly after midnight, though she had worked as usual during the day at a boarding house, 11 French street, and had gone to the theatre last evening apparently in her usual health and spirits.

After coming from the theatre she went to her room and retired for the night, but some women in an adjoining room hearing means of distress went to room 11 and found her in an unconscious condition. Her mother, Madame Grandin, who resides at 67 Merrimack street, was called, but when she arrived the daughter was already dead. She died shortly after midnight. Deceased leaves a husband, two little children, aged respectively seven and nine, three sisters, Marie, Rosalie and Olive, and three brothers, Peter, Joseph and Abraham.

The mother when seen this morning said that though Mrs. Corcoran was apparently healthy, she suffered from long fainting spells, one of which she took at her mother's home last Sunday evening. This morning the medical examiner, Dr. J. V. Meier, performed an autopsy. All indications point to heart disease as the cause of death.

RANTOUL CASE

Mrs. Rantoul Will Not Live With Husband—Rumrill Going Abroad

BOSTON, March 7.—Mrs. Lois Burdett Rantoul, who was denied a divorce from her husband by Judge Hardy at the East Cambridge court on Thursday, declared last night that under no circumstances would she ever live with her husband, Edward L. Rantoul, again.

At the same time she refused to say whether she would carry the case to

Buy Chalifoux's.
Well Selected Stocks at Mark Down Prices.

THE Removal Sale

Is the talk of Lowell. Best participate. Come down during this sale. Bargains that you cannot help appreciating. Selling is fast and furious.

COME TO CHALIFOUX'S

the supreme court or as to just how she would fight for her children.

Rumrill Going Abroad

Her attorney, Thomas W. Proctor, after two days in New York returned to Boston last night, but he would make no statement as to whether the case would go higher or not.

One interesting aftermath of the sensational trial, which became known yesterday, was that Chester Chapin, Rumrill's lawyer, whom Mrs. Rantoul openly declared her love on the witness stand, is going to Europe in a few days.

While the question of appealing to the supreme court on the part of the wife still hangs in the balance, the fact is certain that the father will be wined over the custody of the children. It is altogether possible that this matter may be settled out of the court. Both Mr. and Mrs. Rantoul are devoted to their children, and it is felt that possession for six months at a time may settle the difficulty.

If such an arrangement fails, two suits for the custody of the children brought by Edward L. Rantoul, father, which are now pending in New Hampshire and Massachusetts courts will undoubtedly be reopened.

DEATHS

JOYCE.—Mrs. Ann Joyce, an esteemed resident of Dracut, died yesterday at her home, 20 Dingley street, at the age of 74 years. She was survived by three daughters, Mrs. Maria Joyce, Mrs. Mary Sorenson and Miss Bridget Joyce, also by three grandchildren.

LAKE.—John F. Lake, aged 5 years, 6 months, 21 days, died yesterday at the Lowell General hospital, the son of Mrs. Minnie and the late John Lake. Besides his mother he leaves a sister, Anna, and one brother, George. The body was taken to his home, 115 Cushing street by Undertakers J. P. O'Donnell and Sons.

GOING.—Mrs. Carrie Going of River Drive, New York city, wife of Fred Going, formerly of Lowell, passed away at her home yesterday. Mrs. Going is well known here and a cousin of Mrs. Harriet Sturtevant of Newburgh street.

WILLIAMS.—Mrs. Hannah Williams, an old resident of Belvidere, died this morning at her home, 53 Davidson street, aged 71 years. She leaves one sister, Mrs. Miriam Gordon, of Bristol, N. H., and one brother, Patrick, of Lowell. The remains were conveyed to the funeral chapel of Undertakers James P. O'Donnell and Sons.

FUNERAL NOTICES

HOTSON-VEAL.—The funeral of Peter Hotson-Neal will take place from his home, 48 Butler ave., Sunday afternoon at 2 o'clock. At St. Peter's church will be read, burial in the family lot in St. Patrick's cemetery. Undertakers John J. O'Donnell and Sons in charge of funeral arrangements.

LAKE.—The funeral of the late Patrick Lake, 24 years, will take place Monday morning at 9 o'clock from his home, 115 Cushing street. A mass of requiem will be sung at 10 o'clock. Burial in St. Patrick's cemetery. Undertakers J. P. O'Donnell and Sons in charge of funeral arrangements.

JOYCE.—The funeral of Mrs. Ann Joyce will take place Monday morning at 9 o'clock from her home, 20 Dingley street, Dracut. A mass of requiem will be sung at 10 o'clock. Burial in St. Patrick's cemetery. Undertakers J. P. O'Donnell and Sons in charge.

WILLIAMS.—The funeral of Mrs. Hannah Williams will take place Monday morning at 9 o'clock from the home of J. P. O'Donnell and Sons, 48 Butler ave., Dracut. A mass of requiem will be sung at 10 o'clock. Burial in St. Patrick's cemetery. Undertakers J. P. O'Donnell and Sons in charge.

POLICE COURT SESSION

SMALL ATTENDANCE SHOWED DECREASE OF INTEREST THIS MORNING

The police court session this morning was not quite so important as it has been for the past few days, and this could easily be seen by the decrease in the attendance.

William Collins, for drunkenness, was fined \$5 and he was given a month to pay the fine. Leon Wilson, for the same offense, was ordered to the jail for a term of four months and his sentence was suspended on probation.

John Swanson, a second offender, was given a suspended sentence of four months to the common jail.

Denise Mahoney was found guilty of not providing proper support for his minor children and he was placed in the care of the probation officer, Geo. Laframboise for the same offense had his case continued till Monday.

Andrew Martin was arrested yesterday by Officer Sullivan of Dracut on a warrant charging him with the larceny of two pigs from his former employer, Otis Coburn, of Dracut, the pigs being valued at \$4 each. The alleged larceny dates back to July 19, 1913, at which time the defendant agreed to pay Mr. Coburn the price of his pigs. In the course of the testimony this morning it was brought out that the young man, has only paid \$1.00 to this time and that all tracks of him were lost since last September. He admitted his guilt and he was placed on probation for three weeks on condition that he pay the cost of court, \$3.75, and also the balance, \$7, to Mr. Coburn for his loss.

Two suspicious characters were arrested during the night and this morning after hearing their stories Judge Bright released them.

Country Water Service

Where city water service is not available—

Use an electric pump.

It starts and stops automatically.

It can be easily connected to your well.

Lowell Electric Light Corp.

50 Central Street.

BANQUET TO BALL PLAYERS

World Tourists to be Guests of Honor at Tonight's Festivities—Go South Next Week

NEW YORK, March 7.—The banquet tonight at which the White Sox and the Giants will be the guests of honor will close the week of baseball frenzy that has reigned in New York. Tomorrow, or Monday, Manager McGraw plans to leave with his tourist players for the west.

Martin. About the same time they will start for the west. Federal league officials who asked to have a player in yesterday's match, but whose activity served to establish a new high-water mark for salaries, are already leaving town. More than 300 guests will attend the banquet tonight and enough baseball talk is promised to give the fans food for thought and discussion until the championship season opens.

The salary list which is to be received from the Red Sox was today the subject of much speculation. It is un-

derstood that Speaker's contract calls for an annual salary of \$16,000 or \$18,000 and in addition to this he gets \$5000 bonus for signing.

This record of the history of the national game, Joe Tucker has a contract with the Federal league which calls for \$37,000 on a three year contract. Every salary with the Boston Nationals is \$10,000 a year and it is stated that Mathewson's new contract with the Giants provides for a salary of at least \$15,000 a year. Cobb receives a like amount from Detroit.

The National league resulted in no decision with regard to the Chicago-Boston deal for the services of Johnny Evers and in finding a new owner of the Chicago club. After two lengthy sessions, the board of directors announced that the final settlement had been left to President Tener.

SIR GEORGE ROSS DEAD

SENATOR OF DOMINION OF CANADA AND FORMER PREMIER OF ONTARIO

TORONTO, Ontario, March 7.—Sir George William Ross, senator of the Dominion of Canada and former premier of that great province of Ontario, died today after an illness lasting several weeks. He was born in 1841 in Hamilton, Ontario.

Sir George, by profession a lawyer, was known popularly as "the father of new Ontario" owing to his untiring activities in the development of that part of the leading province of the Dominion.

Received Too Late for Classification

FURNISHED ROOMS TO RENT with or without board, 39 Franklin st. BANK PASS BOOK LOST FRIDAY afternoon from Old Low bank to Pawtucketville from square via Pawtucketville to North M. P. Ellis, 32 White st. Reward \$1.25.

Better Than Ever
We are ready with a full line of Spring Woolens

Come in early and get the first choice. Yours for a perfect fit. A try on and real tailoring.

BELL the Tailor
320 Merrimack Street.

Announcement
TODAY
March 7, 1914

Spring Opening and 1st Anniversary of DE LORME
The Hatter's New Store, Sun Bldg. Everything in Hats and Caps. A useful Souvenir will be given to every purchaser.
Entrance Merrimack and 15 Prescott Street
TRY A DeLORME \$2.00 DERBY MADE TO ORDER

THE MAN IN THE MOON

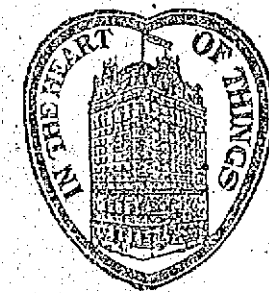
Such a storm as ushered in March in celebration of old Winter getting his back broken. The wind and the rain combined in a ferocious attack upon the heaps of snow with results both effective and pleasing. They did the work of a thousand men and a hundred horses, doing work that might have cost the city of Lowell several thousands of dollars; in other words they knocked many days' work from many men's hands and this is a respectable feature of this storm. The wind took unwarrantable liberties with ladies' skirts, and took men's hats to play football with. I saw one young man's hat whisked from his head and carried up at least forty feet in the air and for a time it remained there like a feather as though loath to fall to earth. It did, however, and the young man recovered his hat piece, perfectly unharmed by the wet and mud.

I saw many umbrellas turned inside out and saw one man go sprawling into a puddle of water. I knew him, too. He had boasted in my presence that he hadn't fallen down all winter; and as I saw him lying low in the puddle, I couldn't help thinking about getting a fall and of boosters getting boosted. He had laughed when I, one slippery day, had down with more dignity than grace, so I laughed at him, whereat he appeared so angry that I laughed still more. Sunday evening from my position in front of the Sun building, while the storm was most violent, it was interesting to watch the hurrying, scurrying people rushing to and from cars. I observed that the shoe places seemed pretty well patronized, but as for the churches, I took considerable courage and a whole lot of devotion in one to attend divine services. In most of the churches full pews were at a premium, I guess. If from necessity or otherwise you went into the suburbs you encountered trouble from the moment you stepped from the car. Over in the Navy Yard you had to plan to make any progress at all and you were not equipped with rubber boots. Out there slush was as foot deep and water ran in torrents. To get into a house I saw a man walk-

QUINCY HOUSE
500 Rooms—\$1.00 Per Day and Up
FREE SHOWER BATHS
Your Choice from 3 or 4 **50c**
Luncheon Specials
Every Day 11:30 a. m. to 9:00 p. m.
TABLE D'HOTEL DINNER
In main dining room **\$1.00**
and cafe, 11:30 to 9 p. m.
PLANKED STEAK or CHICKEN
Served for two guests in the
JAPANESE GARDENS
BOSTON'S MOST NOVEL CAFE.
Special Music, 12 to 2 P. M.
With Sings 6 P. M. to Midnight

Make Your Dollar Produce More in a New York City Hotel

Two Specialties
A pleasant room with private bath, **\$2.50 PER DAY** facing large open court.
(Not one room, but one hundred of these.)
An excellent room with private bath, **\$3.00 PER DAY** facing street, Southern exposure.
(Not one room, but eighty-two of them.)
Also attractive rooms without bath from \$2.00. The Restaurant prices are most moderate.



Location
One minute from 5 of the largest department stores. Five minutes walk from 19 principal theatres. Within a block of the Fifth Ave. shopping district. Every line of transportation passes the door. Fifth Avenue Bus lines and principal surface lines. The Hudson Tubes across the street. Elevated Railroad Station across the street. Subway Station three minutes away. Grand Central Station within seven minutes. Pennsylvania Railroad Station just one block away. For convenience one could ask no more.

The Hotel
EVERYTHING NEW AND MODERN.
A FIVE MILLION DOLLAR HOTEL.
400 BATHS EQUIPPED TO SATISFY THE MOST EXACTING TASTE.

THE HOTEL MARTINIQUE

"THE HOUSE OF TAYLOR"

Broadway, 32nd and 33rd Streets
New York

CHARLES LEIGH TAYLOR President
WALTER CHANDLER, JR. General Manager
WALTER C. GILSON Vice-President

The VANDERBILT HOTEL

34th ST. EAST AT PARK AVE., NEW YORK.

Subway Entrance

"An hotel of distinction with moderate charges"

Within five minutes of principal railway terminals. Situation ideal.

TARIFF
Single room per day—\$14, \$15, \$16, \$17, \$18, \$19, \$20, \$21, \$22, \$23, \$24, \$25, \$26, \$27, \$28, \$29, \$30, \$31, \$32, \$33, \$34, \$35, \$36, \$37, \$38, \$39, \$40, \$41, \$42, \$43, \$44, \$45, \$46, \$47, \$48, \$49, \$50, \$51, \$52, \$53, \$54, \$55, \$56, \$57, \$58, \$59, \$60, \$61, \$62, \$63, \$64, \$65, \$66, \$67, \$68, \$69, \$70, \$71, \$72, \$73, \$74, \$75, \$76, \$77, \$78, \$79, \$80, \$81, \$82, \$83, \$84, \$85, \$86, \$87, \$88, \$89, \$90, \$91, \$92, \$93, \$94, \$95, \$96, \$97, \$98, \$99, \$100.

Special Every Sunday Fried Chicken 50c TURKEY DINNER

EVERY SUNDAY
Special Supper Every Day Except Sunday, 5 to 7:30 P. M., 25c

CHIN LEE CO. 117 MERRIMACK STREET
PLENTY OF PRIVATE DINING ROOMS

upon the Danube. Still more of us know less of the Dnieper or the Volga, the Ganges or the Yangtze, the Mackenzie, the Niger or even the great Amazon, that seems almost to cut a continent in two. The great rivers of our own land, the Mississippi, Missouri, Arizona, St. Lawrence, Hudson, Susquehanna, Ohio or Arkansas, travelers do not tell us much about yet they seem like old acquaintances we take notice in knowing by correspondence only.

Then there are the lesser rivers and streams fully as historic and celebrated in song and story, the "Sweet Tames" of Spencer and Collins, the Po, the Arno, the Tweed, the Guadalquivir, the Avon, the Lee, the Don, the Rhine, the Charles and our own Connecticut. Then there's the ancient Illinois, in whose arid bed the Athenian women try to find water enough to splash their clothes in, by the spot, we read, where Socrates talked with Charmides beneath the plane. From this stream of ancient Greece we approach our own great New England rivers, the Connecticut and the Merrimack as ancient as any, more important and far more beautiful than many which have been named; and while indeed, history may not record more than 300 years back, it tells of growth, of empire and progress both industrial and social. It is the Merrimack that is bound to us by ties of affection and every other humbling life of industry upon its banks. It spins millions of spindles and supports thousands of people, rising in a small New Hampshire town, it flows through many more, stretching away across the sandy drift it passes Nashua, reaching Lowell as though attracted by the sea it turns and flows east and northeast until it enters the ocean at Newburyport. Would you know this river came it from sources to where it merges into the sea. Many of us have passed our lives by this river and our acquaintance takes in but few miles of its course; yet that is quite enough to know its moods, its beauties, its sparkling character, its power, its own invincible charm to influence and move. For miles in its deep channels it moves along as noiseless as a cloud, it is peaceful in its shallows, and as it trickles and swirls through its rapids it makes music most pleasing to the senses. Even during a portion of the summer it reveals the nakedness of its bed, its ledges and boulders being wholly exposed and its beach widened. It is then suffering from scant supplies and you yourself would look pretty tough if you went on short rations for a while. Then it is that it falls at times to serve the mills with its usual faithfulness. At this time, too, we see it in its one unattractive state. But when the water is running from 6 to 12 inches over the flash boards at the falls we have a full and most beautiful river. It is then that it is happy, now that it will flow like this for several weeks together. It all depends, of course, upon the rains and the springs which feed the mountain brooks up north.

Time was, probably before a mill was built upon its banks, before his towns and cities grew up beside it, when the salmon and other big fish abounded in the waters of the Merrimack, and when its cleanliness made it pleasant and safe to bathe in; but for a long time you haven't cared to catch the fish that now live in it, and you haven't cared to bathe in it. Both of these pleasing pursuits you have denied yourself because 6 or 7 towns and cities above us pour all their refuse and filth into the river. We in turn do the same. It's a pity, but you and I have big cities without and, of course, when a big stream flows by our doors it must become a great intercepting sewer, as it were. And by the way, many local statesmen have gone to Boston ready to oppose that one which liked of proposition which meant the building of a grand trunk sewer from Concord, N. H. to the sea. Well it would cost quite a tidy lump of money to construct it, but it's no question but that it would be worth every dollar it cost. But just the same some future generation of men living along this stream will complain that very thing, or something else, that shall be equally effective in restoring the Merrimack to its former condition of purity and wholesomeness.

When the spring freshet is on our river becomes an object of more than ordinary interest. Indeed, frequently the rising waters cause many property owners and people living upon its banks deep concern. "To see its waters on a rampage, folks will go out of their way and will even come from a distance. And no wonder! It is expressive of power, yet a power regulated and controlled by man who as he harnesses the river to serve society, sees to it that it keeps within bounds. Even though the flood may pour 12 feet or more over the dam at Pawtucket bridge we experience no feeling of alarm; we look at the rushing water and upon the guard locks that Francis built over there near Broadway. Still, as you gaze you are awed, fascinated, and strangely moved. You are impressed by the grandeur and the irresistible onward rush. It tumbles, swirls and dashes against the rocks with fury. It tosses great pieces of ice and tree trunks about as easily as it would a boat adrift. It roars and hisses as it passes under you as though it coveted the possession of your body. The men whose life it went out beneath its waters and whose body was not recovered, never will be now; for the river, being stirred to its very bed, The body of the lost will probably rest beneath the salt waves, there to lie until the sea gives up its dead.

Years ago when I was a lad (some years) and logs were driven upon the upper Merrimack, a freshet usually meant much loss to the lumber men. Not for years have we enjoyed the spectacle of logs coming over the dam and hurled through the rapids. I vividly recall the occasions when I accompanied an old time river boatman in his quest for stray lumber in the river below the rapids. The few planks captured were scarcely worth the time we took, but I was a kid who thought it great fun.

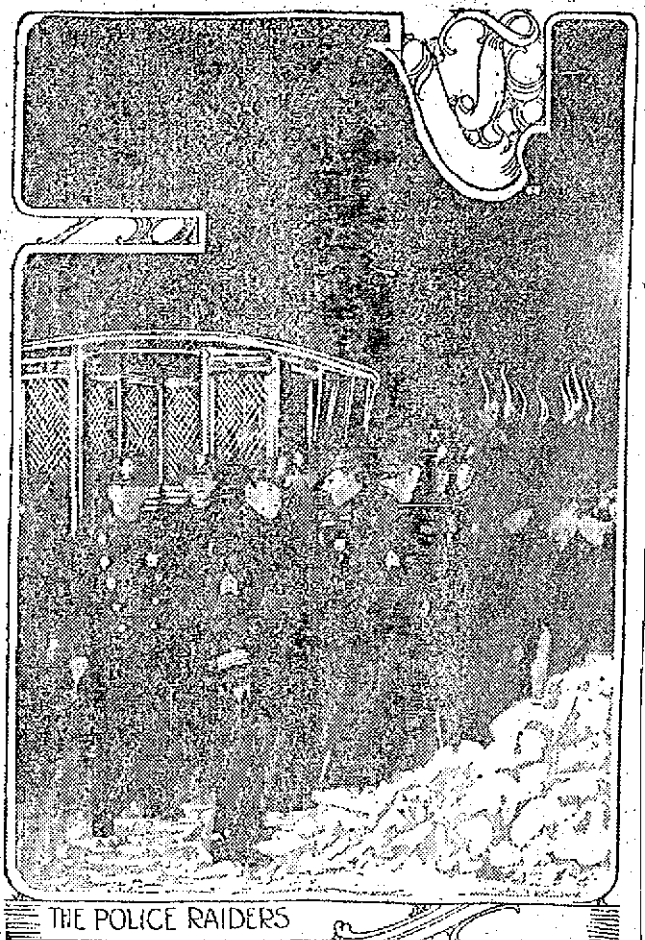
The first few days seemed to indicate that an unusually big freshet was imminent but weather changes appear to have checked the flood. Not yet has the ice boiling up and the water has not risen more than six feet over the dam at Pawtucket bridge. Although you never can tell at this stage of the game it is probable that the water, river men are not predicting high water anything like that of 1898. But the river is well worth looking at even now, and its big card, the going out of the ice, still remains to be seen and enjoyed. Even now stray scouts venture over the dam and down the rapids only to be held up by the solid army below that awaits the order to march. When this army starts on its journey to the sea that of the upper river will be ready to advance. With conditions favorable the river is freed from ice in a remarkably short space of time. I have known the ice to go out in a single night.

The Merrimack! Notwithstanding that a corporation claims to own it, bed and all, it is still our own to have and to hold, to love and protect. Thoreau and others have paid tribute to it in appropriate lines, and Whittier, who was born and lived for years, as we have, upon its banks, has sung its beauties in charming verse. The tidial has been best of it and has guided his canoe over its surface. He fought for its possession. The white man has utilized it to the end that thousands upon thousands now live and prosper by it. When pure the savage lived by it; under civilization it is impure, it is flowed by these hills, woods and fields for ages, and after our distant children are gone and the last man has looked at the waters for the last time it will still flow on with the springs of earth and the waters of the sea dry up and this world becomes a lifeless body—an orb of fire wandering through space.

MAN IN THE MOON.
WAS FOUNDER OF TRADE ASSO.
ROCKLAND, Me., March 7.—Alvin T. Whittier, founder of the Citizens' Trade Association of Cambridge, Mass., and first president of the Maine Quarter Century Traveling Men's association, died yesterday. He had been a resident of Cambridge up to eight years ago. He was a veteran of the Civil war.

YALE CREW TO PRACTICE
NEW HAVEN, Conn., March 7.—Guy Nickalls, the English crewman who is assisting in coaching the Yale crew, said last night that if weather conditions are favorable today, three shells will be on the harbor for practice.

I. W. W. MOB LEADER HELD



THE POLICE RAIDERS

Tannenbaum Charged With Inciting Riot in N. Y. Church—\$30,000 to Fight Case

NEW YORK, March 7.—Frank Tannenbaum, the 21-year-old Industrial Worker of the World and leader of a small army of unemployed, who have been invading churches for the purpose of getting food and lodging, was held yesterday for the grand jury in connection with the raid of Wednesday night on St. Alphonsus church by Tannenbaum and 120 of his followers. Tannenbaum, who had been released on \$7500 bail after his preliminary hearing, was held in the same bail. The charge against him is inciting a riot, a felony.

Two members of his "army" of unemployed were earlier in the day sentenced each to 30 days at hard labor. Tannenbaum did not take the stand in his own defense. The evidence submitted consisted of reports of speeches made by Tannenbaum and others in Rutgers square and testimony by police officials and Fathers Schneider and Kessler of St. Alphonsus church.

A motion by the defense that the case against Tannenbaum be dismissed on the ground that he had committed no act of violence against property or person was denied.

Max Appel, secretary of the International Workers' Order of America, organized last Wednesday night, stated last night that \$30,000 had already been raised for the defense of Tannenbaum. By the end of the week, he said, the sum of \$200,000 would be available.

Frank Strong Hamilton and Harry Kille, lieutenants of Tannenbaum, will, meanwhile, carry on the movement inaugurated, according to Appel. This afternoon a mass meeting will be held for the unemployed on Union square, he said, and the next place to be visited by the men would be Temple

COME TODAY
To our Annual Challenge Sale of
Sheets, Pillow Cases and Sheeting
at about 2-3 regular prices
—And—
Our Wind-up Sale of all Winter
Garments at prices that are below
cost of material.
BON MARCHE DRY GOODS CO.

TAFT'S NAME REJECTED STABBED WIFE 4 TIMES

FORMER PRESIDENT TURNED DOWN FOR MEMBERSHIP ON BOARD OF TRUSTEES FOR B. & M.

BOSTON, March 7.—William H. Taft, former president of the United States, has been turned down by Attorney-General McKendall for membership on the board of trustees of the Boston & Maine road.

Some time ago his name was considered by the federal department of justice as one of the five men to dispose of the Boston & Maine holdings of the New Haven.

It was rejected on the ground that President Taft had sanctioned the action of Attorney-General Wickersham in reversing the decision made under the Roosevelt administration that the merger of the New Haven and the Boston & Maine was illegal.

The name of ex-President Taft was presented to Attorney-General McKendall by the officials of the New Haven road at conferences held some weeks ago and previous to the active participation in the matter by Governor Walsh and Public Service Commissioner George W. Anderson of Massachusetts. It is understood that his name came before the federal department in the recent conference with the same result as before. It was announced last night from Washington that Senator Gallinger had again pressed the name of the ex-president upon the department of justice.

Although no member of the department of justice will be spoken of, opinion is expressed that there is an obvious intention on the part of the senator to bring before the department the name of the ex-president in the proceedings now going on. It appears that there is a lively row in progress in New Hampshire between the stand-pat faction, as represented by Senator Gallinger, and the radicals, as represented by Senator Hollis, as to the question of naming a member for the board of trustees. The only name made public in this connection to date is that of Allen Hollis, brother of the senator.

In view of the friendly relations existing between the Wilson administration and former President Taft, the action of the federal department of justice in rejecting his name for the board of trustees of the Boston & Maine is sure to cause considerable comment. While the settlement of the deed of trust between the department of justice and the New Haven officials is still "in the air" it is apparent that there has been at least an agreement on the part of both parties that former Chief Justice Marcus Knowlton of Massachusetts will be the chairman of the board of trustees. Mr. Knowlton is the choice of Gov. Walsh.

Asked last night what he thought of the suggestion made by Senator Gallinger, recommending ex-President Taft for chairmanship of the board of trustees, Gov. Walsh made it evident that he did not favor it, stating that he believed the member selected should be from northern New England.

SOCIAL AND FRATERNAL

The regular meeting of Merrimack Valley Lodge of Odd Fellows was held last evening with Noble Grand Joseph Pearson in the chair. Considerable business of a routine nature was transacted after which the following program was given: Songs, John Curran, P. G. Charles Cullen, Edmund Dunlavy; violin solo, Thomas Lynde; cornet solo, Isherwood; piano solo, Andrew Holroyd, and musical selections by the Merrimack Valley lodge orchestra. The accompanist of the evening was P. G. John Richardson.

Wassell Lodge, K. of P.
The rank of knight was conferred on four regulars at the regular meeting of Wassell lodge, K. of P., held last evening. The select committee reported that C. H. Peters, the keeper of records and seals, is ill at his home and that Brother J. B. Rath is contemplating.

WANTS INVESTIGATION

CHICAGO BOARD OF TRADE WOULD WELCOME INQUIRY OF GRAIN EXCHANGES

WASHINGTON, March 7.—An exhaustive investigation of grain exchanges necessarily by a joint commission of members of congress and business men selected by the president would be welcomed by the Chicago board of trade. Officers and members of the board so declared yesterday before the house rules committee in answer to charges that the board is involved in a monopolistic scheme which artificially fixes the price of wheat on the farm. The committee will conclude its hearing on the Monahan resolution urging an investigation today, when officials and members of the Minneapolis chamber of commerce will be heard. Tentative plans for an investigation to extend to all grain and cotton exchanges already are under consideration.

President C. H. Cunby, Vice President J. P. Giffin and former President H. H. Sager of the Chicago board were before the committee yesterday, all denying there was even a possibility of monopoly, and describing the present system of marketing farm products as the best and most equitable yet evolved. Trading in futures, they said, was the backbone of the system. The method that made it possible to give the grower every day a market for his products.

JUDGE LOWERS MAN'S BAIL WHO ATTACKED HIS WIFE WHEN SHE SAID 'I SHOULD WORRY'

GLOUCESTER, March 7.—A screaming "I should worry," from his wife, led James Ehler to stab her four times in the breast and all but kill her, he testified in court here this morning.

"I fully realize your position," said Judge York, "and will try to get you bailed out in the meantime, I will reduce your bail from \$5000 to \$3000."

Ehler told with such effect of his attack on his wife, Feb. 26, after he had tried in vain to win her away from the house of a woman named Mary Cody, that the court took this unusual action, although Mrs. Ehler's life still hangs by a thread as a result of her injuries.

DENIES THAT TOWER LEANS

BOSTON, March 7.—Collector Edmund B. Lewis denied yesterday the report that the new tower on the old Boston house at the foot of State street had started to lean.

"I was up on the steel girders of the ninth story the other day," said he, "with Mr. Peabody, the architect, and we failed to find any indication of the tower leaning."

Spring Blood and System Cleanser

During the winter months impurities accumulate, your blood becomes impure and thick, your kidneys, liver and bowels fail to work, causing so-called "Spring Fever." You feel tired, weak and lazy. Electric Bitters—the spring tonic and system cleanser—is what you need to stimulate the kidneys, liver and bowels to healthy action, expel blood impurities and restore your health, strength and ambition. Electric Bitters makes you feel like new. Start a four weeks' treatment—it will put you in fine shape for your spring work. Guaranteed. All drug stores. 50c and \$1.00. H. E. Bucklen & Co., Philadelphia or St. Louis.

Union Sheet Metal Co.

LARGE & MCELAN
Makers of automobile sheet metal parts
Fenders made from fender metal
Experts on repairing radiators and lamps
We do lead-burning.
337 Thorndike Street.
Tel. 1309. Davis Sq.

CARROLL BROS.

Plumbers, Steam
Filters and Sheet
Metal Workers
36 Middle St. Telephone 1650

WHEN YOU BUY, BUY A CYPHERS INCUBATOR

The kind that will turn out plenty of chicks, "with the kick in them."

Fifteen years' practical use in all countries, under all conditions, make it the best machine for any Poultry Raiser.

BARTLETT & DOW

216 Central Street

DANDELION

TABLETS AND PILLS
A Miracle as a Blood Purifier. Say thousands who have used them, positive cure for Rheumatism, Constipation, Pimples, Eruptions, Skin Diseases, Itch, Pruritus, Eczema, Scabies, Ringworm, and all other skin troubles. Purely vegetable and guaranteed under Pure Food and Drug Law. Free samples on request. SCHENCK CHEMICAL CO., Franklin Street, New York. 25 cents.



The First Sneeze is a Danger Signal

Don't neglect the first symptoms of a cold—The first sneeze—the first chill is the danger signal. Then is the time to take

CASCADE QUININE

Cures a cold in 24 hours—cures a gripe in three days. It is guaranteed. You can have your money back if it fails. It is an old standard, tried and proven remedy. Contains no poisonous chemicals—has no unpleasant after effects.

Simply helps nature to destroy the deadly germs and carry them out of the system.

Secure to get the genuine—box with the red top. Mr. Hill's picture on it. Don't experiment with substitutes. The price is 25c.

W. H. Hill Company
Detroit, Michigan

LAWYERS IN FIST FIGHT COLE DEFIES HUB MAYOR

Former Asst. U. S. Dist. Atty. Sullivan Knocked Atty. Jacobs to Floor After Bankruptcy Case

BOSTON, March 7.—A lively row in room yesterday just after Referee Olin, who had been called to the court for the noon recess, broke out between Attorney Sullivan and Attorney Jacobs.

MRS. WINN'S ADVICE TO WOMEN

Take Lydia E. Pinkham's Vegetable Compound and be Restored to Health.

Kansas City, Mo.—"The doctors told me I would never be a mother. Every month the pains were so bad that I could not bear my weight on one foot. I began taking Lydia E. Pinkham's Vegetable Compound and had not finished the first bottle when I felt greatly relieved and took it until it made me sound and well, and I now have two fine baby girls. I cannot praise Lydia E. Pinkham's Vegetable Compound too highly for what it has done for me. I always speak a word in favor of your medicine to other women who suffer when I have an opportunity."—Mrs. H. T. Winn, 1225 Fremont Ave., Kansas City, Mo.

Read What Another Woman Says: Cumming, Ga.—"I tell some suffering woman every day of Lydia E. Pinkham's Vegetable Compound and what it has done for me. I could not eat or sleep, had a bad stomach and was in misery all the time. I could not do my housework or walk any distance without suffering great pain. I tried doctors' medicines but failed to get relief. My husband brought home your Vegetable Compound and in two weeks I could eat anything, could sleep like a healthy baby, and walk a long distance without feeling tired. I can highly recommend your Vegetable Compound to women who suffer as I did, and you are at liberty to use this letter."—Mrs. CHARLES BACLEY, R. 3, Cumming, Ga.

Will Not Name Grady — Calls Chief Mullen's Force-Out "Most Wicked and Cruel"

BOSTON, March 7.—Fire Commissioner Charles H. Cole on the eve of his retirement from the Boston fire department threw down the gauntlet to Mayor Curley yesterday by refusing to appoint his own successor, Deputy Chief John Grady, chief of the department, and by declining to reduce the salaries of the officials of the department as ordered by the mayor.

In a letter sent by special messenger to the mayor last evening, the fire commissioner asked the mayor to accept his resignation at once and to appoint an acting fire commissioner. If he, the mayor, desired the salary reductions to go into effect today, the commissioner also took occasion to criticize the manner in which Chief John A. Mullen was forced out of the department, saying it was one of the most wicked and cruel things in the history of the city.

There is a wide open breach between the commissioner and the mayor over the retirement of Chief Mullen, and the only reason it is believed that the commissioner's resignation was not accepted last evening instead of today was that the mayor was not at city hall last evening when the special messenger arrived with it.

Just as the mayor decides to accept the commissioner's resignation at once, the commissioner will continue to act until noon today when John M. Minton will relieve him of his duties.

A MOCK DIVORCE TRIAL

Furnished Fun for the Greenhalge Debating Society at the Lowell High School Yesterday

The Greenhalge Debating Society of the high school took part in a mock trial yesterday afternoon, which was the most ambitious and in every way the most successful affair of its kind held during the year. Knowledge of the large cast, the ludicrous situations, and the many earnest rehearsals had aroused a great deal of interest among the high school pupils and their friends, and over 600 persons were in the high school hall at 3 p. m. to see the presentation of the case of "Peck vs. Peck."

The burlesque sketch was a mock court trial before a feminine judge and jury, and there was ample play of all the quaint peculiarities ascribed to the ultra modern woman by her enemies. "Mrs. Harry Peck" charged her husband with cruel and abusive treatment, because when she was a candidate for chairman he refused to give \$100 towards her campaign expenses, and, furthermore, showed his incomparability of temperament with hers by trying to beat out her brains with a feather duster. Naturally, there was quite a little sympathy for the terribly abused wife among the jury, but their individual tendencies warped their judgment, and as they discussed the case with the most ridiculous gravity, the effect was funny in the extreme. The judge, it must be confessed, paid a great deal of attention to the angle of her hat, and it was fortunate that the ends of triumph were attained at all, for the jury that had been left in the courtroom by an oversight almost took up her entire attention. As among the jury were almost all the well known comedy types, and as the lines were as incongruous and unrelated to judicial usage as the personnel of the jury, the trial was one of the most amusing farces seen locally in a long time. Luckily, it ended happily as the jury proposed a compromise that was agreed to mutually.

To pick out any of the principals would scarcely be just to the others for the work of all was excellent, and the score or so of young ladies who took part with the incidental gentlemen in two or three scenes. Any praise given to the cast will naturally reflect favorably on the director, Miss Joyce, who has added another to her list of successes at the high school.

Yesterday's presentation was the last of the season, and the officers who have presided over the society so ably received congratulations on all sides. These officers were: President Edward Martin, First Vice President Katherine McManis, Second Vice President T. B. Higgins, Secretary Nellie Horner, Treasurer William Bennett, Sergeant-at-Arms Frank Lyons, and the director, Miss Joyce.

The judge of the court, "The Honorable Josephine Sifter," was Miss Dorothy (Hordan), Miss Helen E. Choate was "Miss Fannie Notes," clerk of the court. Miss Kathryn Flahaven was the libellant, "Mrs. Henry Peck," and "Mr. Henry Peck" was the libellee, counsel, "Mrs. Jane Hibrow," was Miss Alice Dineen and counsel for the libellee, "Miss Ina Slusher," was Miss Evelyn P. Rich. The witnesses were "Miss Howe Lovely," and "Mrs. Paul Pry," (Mary E. Gordon and Harriet L. McAlbion) for the libellant and "Mr. Foy," and "Mr. Jacob Gobsky," (John Walsh and Wm. R. Sydenham) for the libellee.

PROMINENT ON DIAMOND

FRENCH CANADIAN PLAYERS ARE IN ALL THE BIG LEAGUES

Statistics show that the French-Canadians are gaining in numbers in the game of baseball and now there are some in every league in the country. A few years ago the number of French-Canadians who whirled the ball or handled the bat was very small, but now there are no less than 118 clever players listed among the various leagues in the country, and for the benefit of the fans who are interested in the list of French-Canadians in the baseball game follows:

- International League: Lalonde, Houchard, Verbon, Caporal, Morissette, Paret, Caron, Lafite, Fabrique.
- American Association: Bonnin, Lalor, Cloutier, Rordeau, Laporte, Laberge, Devost, Baskette.
- Western League: Gaspar, Chiffelle, Southern League: Marceau, Martel, Gaulin, Orlet, Paret.
- New York State League: Cadore, Caporal, Papalini, Decher.
- Eastern Association: Greiner, Taguer, Duchesnil, Demott, Genest, Gervais, Oberfall.
- Three-I League: Boucher, Treiter.
- Central League: Vallier, Lejeune.
- Texas League: Dobard, Chappell, Renard.
- New England League: Ruffange, Breyer, Lavigne, Degroot.
- Northwestern League: Grot, Cadreux.
- Wisconsin-Illinois League: Chout-lard, Hallier.
- Canadian League: Chapdelaine, De-neau, Leclau, Casse, Clermont, Lamonde.
- South Atlantic League: Dedon, Man-ner.
- Virginia League: Gaston, Chastant, Lavay, Leschire.
- South Michigan League: Cole.
- Central Association: La Salle, An-gerer, Chiffelle, Derosse, Gelsin.
- Illinois-Missouri League: Sallard, Garreau.
- Texas-Oklahoma: Rodet, Pelouquet, Union Association: Orlet, Perrine, Chagnon.
- Appalachian: Breux, Ramage.
- Western Tri-State: Gard, Lodel, Var-rin.
- Michigan State: Bonine, Barillet, Talion, Blaque, Tenant, Aytte, Chap-pelle.
- Border League: Gallant, Gascon, Aniol, Loranger, Robidoux, Breyer, Mercure.
- Nebraska State: Derte, Herlot.
- Northern League: Menice, Clothier, Bachant, Lizette, Sherin, Urban, Lev-erette, Briere.
- Kansas: Laframboise, Provost, Marie, New York-New Jersey: Dufrene, Bassique, Mosher, Ruller, Defange.

400,000 MADE RETURNS

INCOME TAX LAW WILL PRODUCE ABOUT \$500,000 A YEAR IN REVENUES

WASHINGTON, March 7.—The income tax law bids fair to live up to the expectations of the administration by producing about \$500,000 annually in revenue paid by approximately 425,000 individuals.

Although treasury officials decided last night not to make public for the present the reports of internal revenue collectors, it became known that more than 400,000 individuals had made returns to the 53 collection districts up to Monday midnight, when the time limit expired. From these individuals it was understood the government probably would collect more than \$10,000,000.

It has been the opinion among officials that thousands of individuals would take advantage of the 30 days' extension of time granted in case of sickness and other causes, and they expect the final figures to show at least 25,000 more reporting than were given in the preliminary lists from collectors.

Including the corporation tax as amended in the present law it was estimated that the annual revenue from this source would amount to about \$55,000,000.

HIGH COST OF LIVING

BOSTON, March 7.—Thomas N. Carver, director of the rural organization service of the department of agriculture, said that one cause of the high cost of living was the tendency of the country boy to leave the farm for the prospects offered in the cities.

"This disadvantage," he said, "cannot be overcome by increasing the surplus population of the cities on the land. The salvation of the nation lies in keeping the rural youth on the farm."

As means to this end, the speaker mentioned intelligent co-operation among farmers, betterment of living conditions in rural districts, and proper education along agricultural lines.

B. F. KEITH'S

LOWELL'S LEADING THEATRE

WEEK COMMENCING MONDAY, MARCH 9

RETURN ENGAGEMENT OF

Hardeen

KING OF THE HANDCUFFS

The Sensation of Two Hemispheres!

HARDEEN

Plays a Return Engagement at Keith's by Popular Demand. Holds the Attendance Record at Keith's. Presents Many New and Sensational Feats This Season. Defies the Police Departments of the World. Escapes from Handcuffs, Packing Cases, Crates, Trunks, Barrels, Crazy Cribs, Steel Safes, etc.

7-OTHER FEATURES OF KEITH MERIT--7

1000 Matinee Reserved Seats.....10 Cents

LOWELL OPERA HOUSE

4 Nights Matinee, 7 and 9 P.M. Beginning

Thursday, March 12

COMING AT LAST—The Success of the Century

WILLIAM A. BRADY PRESENTS LOUISA M. ALCOU'S WORLD FAMOUS CLASSIC OF PURITAN NEW ENGLAND HOME LIFE

LITTLE WOMEN

A Tender Page of Life Treasured in a Million Memories

Pastorally original New York Company and Production, Conting Direct From Its Notable Run at the Majestic Theatre, Boston.

PRICES: First 12 Rows \$1.50; Next 8 Rows \$1.00; Bal.—First 5 Rows 75c, Next 4 Rows 50c

MATINEES: First 12 Rows \$1.00, Next 8 Rows 75c; Entire Balcony 50c, Gallery 25c

Mail orders accompanied by check or money order will be filled in the order received and mailed back when accompanied by self-addressed stamped envelope, prior to opening of regular box office sale.

THE PITTSBURGH FEDERALS

WILL PLAY AT EXPOSITION PARK, WHERE PIRATES FORMERLY ENTERTAINED

PITTSBURGH, March 7.—Exposition park, the home grounds of the Pittsburgh National league club for a score of years, will be taken over by the Pittsburgh Federal league club this year. The first act of Edward W. Gallinger, who has purchased control of the local Federals when he returned to Pittsburgh today was to announce that the stands would be remodeled and enlarged and that the playing field would be improved.

A new board of directors and a new set of officers will be named next Tuesday. Brownie Gessler, who will be retained as manager, will leave for Lynchburg, Va. with his men next Thursday.

VINCENT CAMPBELL A FED INDIANAPOLIS, March 7.—Vincent Campbell, an outfielder with the Pittsburgh and Boston teams in 1911 and 1912 has signed with the Indianapolis Federal league team this year.

Lowell Opera House

The House of Warner

TODAY

Warner Features, Inc. Present

The Web of Fate

In Three Parts

Featuring Miss "Dot" Farley

5-OTHER FEATURES-5

BORJES' CONCERT ORCH.

Children 5c—Admission—10c Adults

THE KASINO

Roller Skating

Last Three Days of the Week Afternoon and Evening

BIG TRACK MEET Lowell High School

vs. Boston English High School SATURDAY EVE.

Avoid Impure Milk

for Infants and Invalids

Get

HORLICK'S

It means the Original and Genuine

MALTED MILK

"Others are Imitations"

The Food-Drink for all Ages.

Infants, invalids, grain, in powder form. More healthful than tea or coffee. Agrees with the weakest digestion. Keep it on your sideboard at home. A quick lunch prepared in a minute.

Take no substitute. Ask for HORLICK'S.

HORLICK'S Contains Pure Milk

DR. T. J. KING'S NEW LOCATION, 158 MERRIMACK STREET

Next to Pollard's, Opposite Hon. Mirehe

Here at last is an ideal location, centrally located, light, clean and modern. I have fitted up these new offices with the latest and most complete of dental equipment for the practice of absolute painless dentistry and am now ready to place at the disposal of the people of Lowell the finest and most modern dental office in this section.

I promise Not to Hurt You

No Pain and No High Prices. I do beautiful work, do it painlessly and charge you 50c less than other reputable dentists. WILL YOU TAKE ADVANTAGE OF THE GREATEST DENTAL OFFER EVER MADE IN THIS CITY?

I want new patients and I am making you these low prices so that you can have that dentistry you have been putting off so long through fear and high prices.

Every set of teeth that leaves our office not only has the natural gums which absolutely defy decay, but carries with it our positive guarantee of its looks and lasting qualities. No set ever leaves this office which is not perfectly satisfactory in every way.

FULL SET \$5 TEETH \$5

Gold Fillings \$1.00 up to 100c
Silver Fillings 50c up to 100c
Pure Gold Crowns \$4.50
Bridge Work \$4.50

H. E. McNALLY, D. M.D. Manager.

Dr. T. J. KING, 158 Merrimack St., Lowell. Phone 3800. Dental Nurse in Attendance. French Spoken

MERRIMACK

Lowell's Favorite Theatre

All Next Week—Matinee at 2—Evenings From 7 o'clock

The Attraction We've All Been Waiting for—THE GIRLY WHIRLY

BEN TOY

Musical Comedy

A harmonizing concoction of real comedians, clever singers and actors at popular prices.

Monday, Tuesday and Wednesday "AT SUNNYSIDE" Complete production. Full strength of company.

Thursday, Friday and Saturday "KING OF TOWN" A Gem—Imported to please—entire change.

ADMISSION 10c. Reserved 15c. Box, 50c-20c. LATEST MOTION PICTURES Special Concert Tomorrow.

The Girl Who Provided Lowell With the Greatest Sensation It Has Had In Years

ANGELINA MARCOTTE

THE FAMOUS TANGOIST

In the Specific Steps and Terpsichorean Department Which Led to Her Sensational Arrest and Triumphant Acquittal, Assisted by a Male Partner

LOOK!

ALL NEXT WEEK

EXTRA

ADDED

ATTRACTION!

In conjunction with regular performances all next week, MATINEE and EVENING.

LADY LOOKABOUT

From time to time, as we read of the ruin wrought by militant suffragists in England, our sympathies are withdrawn more and more from them, and we feel that they are hurting the world-wide feminist movement. We think of the English woman as conservative, submissive, and more than all else, womanly. Then we read of some window-smashing episode, or one of these publicly horse-whipped members of parliament, or a building of birth and beauty, and historical value has been burned. We read of the arrests of many of these militants, of their refusal to partake of food until death threatens, when the authorities, fearful of consequences, give them, without really knowing anything about the situation in England, we condemn these women as vain, self-centered creatures, seeking the limelight of publicity, and we let it go at that. Not one in a hundred really knows anything about the position of the English woman in her own country, or I am sure there would be much more charity in our judgment of them. Of course, none condones the wilful destruction of property, but a word in regard to the conditions which have led up to this extraordinary revolution will not be amiss.

The fact that England happens to be the storm centre of this revolution, is not due either to accident or chance. It is the logical spot, for there woman is suppressed, exploited and dominated, it is safe to say, as in no other civilized country in the world. While considering the subject, it is well to keep in mind that \$2 per cent.

of English women are wage earners, and that there are over a million and a quarter more women than men in England, a condition due to emigration, war, and wretched working conditions. These women, ranging from titled ladies to the scrub-woman, are struggling for equal rights. Evolution in industry has made the manufacturing class the dominating force in political government. Women have observed that as men have increased their suffering, their wages have increased, while women's wages have decreased. They can see that their physical and mental health is ruined by the extremes of poverty and wealth about them. All of these features have united the women in their struggle. They are connected together by a bond of sympathy for each other and their power is increased.

The liberal government argues thus: "If we give women the vote with their large majority they would destroy our military and naval organizations, for they stand as a unit against war."

This government is built on brute force and women have no right to any voice in such a government. A large army and navy are absolutely necessary for us to keep the natives in our colonies in subjection, and we must not allow the flood of gold pouring from these to be cut off.

They overlook the fact that the women of the nation have produced the manhood sacrificed to war; that same army and navy are made up of their husbands, sons, fathers and brothers.

The liquor interests of England are opposed to granting the women suffrage, for they know full well the attitude of a true woman toward their business.

The manufacturing interests, employing thousands of women girls, oppose the granting of women suffrage, for they know she would soon improve labor laws and working conditions, and thus cut into their profits.

These are just a few elements which have caused the English woman to rise up and assert herself and in the final analysis, it is not difficult to see who in the end will be the successful.

ful fighter. Woman battling for herself and her children, or man that he may put more money in his pockets, and extend his political power.

Ten Cent Store

It is the boast of some ten cent stores that they can afford to undersell regular dealers in the same merchandise, because they do not advertise in the newspapers. It is a question in my mind if they do sell lower, and frequent stores of all kinds. Now it is an economic principle that we all are dependent upon each other. This is particularly true in cities. Each line of business helps along each other line of business. The firms which we should unite in welcoming to our cities are those which carry merchandise of good quality, and to which our attention is called by advertisements in our local newspapers: firms which pay a good average wage to the men and women they hire; firms owned and managed as far as possible by men whose interests are local—property owners and taxpayers. We have many such in Lowell and they do not lack patronage. These are the stores we should patronize with our trade, and if we look about us intelligently, we will find that they are not undersold to any extent.

Dangerous Signs

I have just passed, on a street near my home, an enormous signboard lying flat on the ground, blown down during last Sunday's storm. The frail wooden braces which supported the sheets of metal of which the structure was made, had snapped in a dozen places. To be sure, last Sunday's storm was unusually severe, but even a superficial examination of the signboard shows that a much less severe storm would have played havoc with it. I was not alone in my opinion. I saw a number of people, including the children of a nearby school, pass it daily. At any time during the present winter, when high winds have been prevailing, it might have fallen with injury to passersby. I am not aware that the proprietors of these boards pay taxes on their property. I do know that they pay a nominal rent to the owner of the land. They are permitted to erect their structures, and I know that if specifications were submitted, no superintendent or inspector of public buildings would consent to their erection. Besides being in most cases, an eyesore to a community, they are a menace to public safety.

The Gum Chewing Habit

This is an era of gum-chewing. "Everybody's doing it," in the street car, on the street, in the home, the office, the school. Watch as you go along some day, and note how the habit has spread everywhere, from the professional man in his office, to the gamins of the streets. I don't believe it is as harmful as I was brought up to believe. When I was a little girl, it was a crime to be caught chewing gum. We had a teacher who used to tell us to take our gum home, stick it on the inside of the pig pen and see if the pig would take it. Of course piggy wouldn't, but I think now it was because he did not eat it. Chewing gum, by this display of discrimination on piggy's part, the scorned gum was often carefully scraped from the inside of the pen, to die a natural death by being swallowed in the night-time by one who knew no qualms of conscience.

It certainly is not a pretty act, chewing gum, and of course no well-bred person would do it in public, but I fail to see the harm in it, unless there be such a thing as over-doing it. In my mind it is greatly to be preferred to tobacco chewing. That is indeed a filthy habit, and causes a man's mouth to grow in ugly lines, no matter how carefully he tries to conceal his chewing.

Really, I am getting to rather like the splendid odor I often get on entering a close car. It is lots better than some odors the car occasionally gives up.

A Social Centre

If there be one place more than another which has, without design on the part of the proprietors, become a social centre in our city, that place is the D. L. Page Co.'s store in Merrimack square.

I do not mean in the restaurant so much as in the store proper. Here, late in the afternoon, you can be pretty sure of meeting almost everyone you know, or rather, knowing everyone

NOTICE

— TO —

Firemen,
Teachers
and
PolicemenYOUR SUBSCRIPTION IS
SOLICITED

Donations to the Playground Fund should be sent in as early as possible in order that sufficient money may be raised to get the Playgrounds ready as early as possible for the children.

Remember the Playground Fund appropriation is small, smaller than last year, a small donation from each fireman, teacher and policeman would help toward making the Playground Fund sufficiently large to furnish Playgrounds for our boys and girls where they may play in the open air during the hot summer months under proper supervision.

Send checks or money to the Lowell Trust Co., Playground Fund.

HENRY F. CARR,
Park Commissioner.

A. G. POLLARD CO.

THE STORE FOR THRIFTY PEOPLE

FIRST SHOWING
— OF —
Spring Suits

New Spring Suits are arriving daily and we have already sold quite a number. Come in and look them over today, Saturday.

Winter Coats Cheap

Every winter coat must be sold before Saturday night. Just two prices—
\$12.50 Winter Coats, to close..... \$2.50
\$15.00 to \$20.00 Winter Coats, to close... \$5.00

2 Special Values in Messaline Silk Petticoats

\$2.98 MESSALINE PETTICOATS.....\$1.98	\$3.98 MESSALINE PETTICOATS.....\$2.98
Made of extra fine quality all silk messaline with plaited flounce, all colors. Regular value \$2.98. Special value.....\$1.98	Made of very fine quality silk messaline with silk underflounce, all colors. Regular value \$3.98. Special value.....\$2.98

CLOAK DEPARTMENT

SECOND FLOOR

STATIONERY

KEITH'S HARMONY LINEN ENGRAVED FREE OF CHARGE

Customers purchasing a box of Keith's Harmony Linen Correspondence Cards may have them stamped—in colors, free of charge, if they bring in their dies.

This offer is good for one week. Two sizes in cards, 25c box.

See Merrimack Street Window
EAST SECTION NORTH AISLE

Bargain Counter

FOR SATURDAY

17c—Ladies' Shaped Sleeveless Vests, low neck, were 25c.
19c—Ladies' Jersey Pants, knee, with cuff, were 25c.
19c—Ladies' Black Silk Boot Hose, first quality, double soles, high spliced, were 25c.
15c—Ladies' Black Lisle Hose, double soles, were 25c.
17c—Ladies' Black Cotton Hose, fashioned, double soles, were 25c.

MERRIMACK ST. CENTRE TABLE

TRY MAPLEINE

tion today at the tea and coffee counter.
MERRIMACK STREET

The delicious flavoring for cakes, pastry, puddings, icings, ice cream, candies, etc. Special demonstration and coffee counter.

BASEMENT

WEEK END SHOE SPECIALS

About 150 Pairs of Women's Mayfair and Ladies' fair Shoes on a very desirable last. The leathers are gun metal and patent colt, mostly patent button, sizes 2 1-2 to 7, D and E width. Former price \$3.00 and \$3.50. Sale price, only.....\$1.98 Pair

Women's Comfort Juliettes and House Shoes, made of soft kid with rubber heels, some have cap toes, others are plain, of good, wide shapes; there are only about 200 pairs in this lot and they will go very readily. Former price \$1.50. Sale price, only.....98c Pair

200 Pairs of Men's Tan Blucher Shoes on good, high toe last. These are the Signet shoes, made by Rice & Hutchinson—a most desirable trade, sizes 5 to 10, A and E. Former price \$3.50. Sale price, only.....\$2.85 Pair

100 Pairs of Boys' Shoes on good fitting last with good soles, sizes up to 6 for big boys. Sale price, only.....98c Pair

300 Pairs of Men's 90c Goodyear Glove Rubbers, sizes 6 to 10. Sale price, only.....49c Pair

Misses' School Shoes, gun metal or vici kid, blucher and button, on good fitting last, sizes 11 1-2 to 2. Sale price, only.....98c Pair

SHOE SECTION OF OUR UNDERPRICE BASEMENT

SPECIAL ANNOUNCEMENT—We have purchased the Men's Furnishings Stock of J. Freeman, 214 Merrimack street and shall offer it in a few days at about ONE-HALF PRICE.

EARLY SPRING MUSLIN UNDERWEAR

IN MEDIUM GRADES, REPRESENTING SOME OF THE FINEST VALUES WE'VE EVER OFFERED

The opening of our front store basement last season afforded an opportunity to offer medium grades of Muslin Underwear, and the response to our unusual values was so effective that this spring's selling we were enabled to buy in such quantities as to command the very lowest quantity prices. Here's a selection larger than you've ever seen before, and we believe the values are the best.

CORSET COVERS

Corset Covers, made of fine cambric, embroidered front and lace trimmed. 25c value, at 12 1-2c Each

Corset Covers, made of very fine nainsook, lace and embroidery trimmed, in large variety of patterns, extra good value, at.....25c Each

Corset Covers, made of very fine nainsook, in large assortment of styles, trimmed with fine lace, embroidery and ribbon, 50c garment, at 39c Each

LADIES' DRAWERS

Ladies' Drawers, made of good cotton, tucked and hemstitched. Special at.....15c Pair

Ladies' Drawers, made of fine cambric, embroidered trimmed, large assortment of styles, extra good value, at.....25c Pair

Ladies' Drawers, made of very fine nainsook, large assortment of styles to select from, trimmed with fine embroidery—50c value, at.....39c Pair

60c value, at.....49c Pair

LADIES' GOWNS

Ladies' Gowns, made of good cloth, lace trimmed, only.....29c Each

Ladies' Gowns, made high or low neck, large variety of patterns, lace and embroidery trimmed. Special value, at.....49c Each

Ladies' Gowns, made of very fine nainsook, high and low neck, round and V neck, nicely trimmed with fine lace and embroidery. \$1.00 garments, at.....79c Each

\$1.49 garments, at.....98c Each

Sale in Merrimack Street Basement

WHITE SKIRTS

Skirts, made of fine cambric, wide embroidery flounce. Special value, at.....49c Each

White Skirts, made of very fine long cloth and nainsook, trimmed with fine shadow lace and deep embroidered flounce, in large variety of new spring patterns—\$1.00 garments, at.....79c Each

\$1.50 garments, at.....98c Each

\$2.00 garments, at.....\$1.49 Each

SKELETON SKIRTS

Skirts, made of very fine material with very fine embroidery flouncing—\$1.00 skirts, at.....79c Each

\$1.50 skirts, at.....98c Each

LADIES' COMBINATIONS

Ladies' Combination, made of good cloth and lace trimmed, only.....35c Suit

Ladies' Combination Skirts and Drawers, made of good nainsook, lace and hainburg trimmed. Special value, at.....49c

Ladies' Combination Skirts and Drawers, made of very fine nainsook, in large variety of patterns, lace and embroidery trimmed—\$1.00 value, at.....79c

\$1.50 value, at.....98c

PRINCESS SLIPS

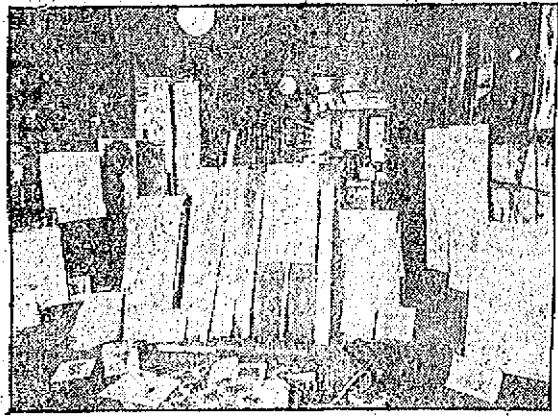
Made of very fine nainsook, lace and embroidery trimmed, in several new patterns—\$1.00 garments, at.....79c Each

\$1.50 garments, at.....98c Each

See Our Large Display Window—Palmer Street

WALL PAPERS

Only 7 Days More!



To close out the balance of our 500,000 ROLLS WALL PAPERS before we move to our new home, which will be announced in a few days. Sale prices 1c to 28c, anything.

United Wall Paper Stores of Am.

L. R. WILSON, Manager.

Perfect Hearing For The

DEAF

The Little Gem Ear Phone and Auto Massage.

Look at it and you SEE the simplest and smallest device in the world; use it and you FEEL that you have the most wonderful piece of mechanism yet devised for suffering mankind. Let us prove to you that we have conquered your affliction.

Free Demonstration

Monday and Tuesday, March 9 and 10

From 9 o'clock a. m. to 4 p. m.

The Little Gem Ear Phone, the latest patented perfect hearing device. With it you can hear under all conditions in the church, theatre and general conversation. The AUTO MASSAGE which stops head noises and makes the cure of deafness possible.

Remember, we would not allow such a demonstration in our store unless we had investigated the instrument thoroughly. Mr. J. T. Dale of New York City and L. H. McNamee, experts, will be with us on the above days. We most earnestly request you to call, make a test privately and receive expert advice without charge. Every instrument guaranteed. Ask for booklet.

Caswell Optical Co.

11 Bridge St., Lowell, Mass.

Registered Eye-Sight Specialists and Manufacturing Opticians.

TODAY

— AND —

THE BALANCE OF
OUR WINTERTRIMMED
HATS

Will Be Sold for

98c, \$1.49, \$1.98

Only a Few Left

We are showing a nice line of early Spring Hats, priced from \$2.98 up.

Head & Shaw

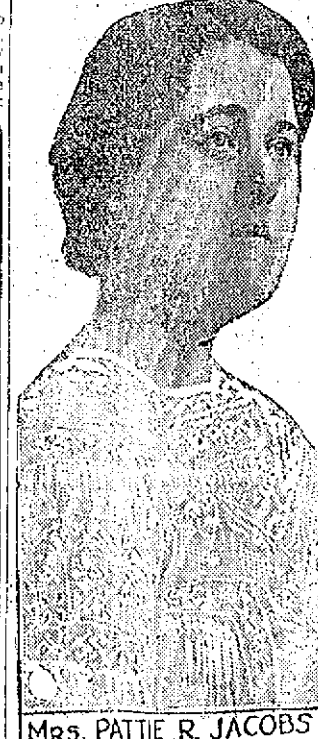
The Milliners

35 JOHN STREET

CHOCOLATE BUTTONS

Or Wafers, 40c Quality.
SPECIAL SALE 29c POUND

HOWARD THE DRUGGIST, 197 Central St.



MRS. PATTIE R. JACOBS

committee, will also go to this conference. Mrs. Pattie Ruffner Jacobs is president of the Alabama Equal Suffrage association and has arranged the conference. She says: "Our definite goal is the enfranchisement of Alabama women. In our ranks are no social lines drawn and no religious distinctions. We have no political faith, all parties being admitted. Nor do we confine ourselves to women, for this great movement of which we are a part is not a woman movement, but a human one."

CUT PRICES ON

Leather Goods
DEVINE'S124 MERRIMACK STREET
Repairing, Etc. Telephone 2160

Great Bundle Sale Today

JOIN THE CROWD
GEORGE H. WOOD'S 135 CENTRAL ST.

FIRST STREET EXTENSION Stock Market Closing Prices, March 6th

FOR COMPLETE REPORT OF TODAY'S CLOSING PRICES SEE LATER EDITION

Civil Engineer Went Over the
Grounds Today and Decided to
Make Complete Survey

Engineers from the Bay State Street Railway Co., the highway commission and the county commission came to Lowell this morning to confer with City Civil Engineer Kearney on the matter pertaining to the proposed extension of First street along the banks of the Merrimack river to the new boulevard.

Those present were David Curtin, chief engineer of the Bay State Street Railway Co., F. C. Pillsbury, first assistant engineer of the highway commission, F. H. Kendall, county engineer and Engineer Kearney representing the

city of Lowell. The engineers interested themselves in an effort to determine the best way to take care of the traffic from Bridge street to meet the new boulevard at the Lowell-Camden line. After a close examination and study of the premises it was decided to come here and make a complete survey of the cross sections of First street from Bridge street to the city line and also a route following the banks of the Merrimack river beginning at Road street, and extending as far as the car barn.

Engineer Kearney said this represents a lot of work and all agreed that when this is done some definite conclusion and estimates could then be made and not until then.

MANY INDICTMENTS 4520 FOREST FIRES

RETURNED BY FEDERAL GRAND
JURY AT BOSTON TODAY—MANY
SERIOUS CHARGES

BOSTON, March 7.—Many indictments were returned by the federal grand jury today. Among them were those charging Edward J. Moran of Lynn with the illegal use of the mails in selling eggs, Charles P. Foster of Taunton, teller of the Bristol county National bank with embezzlement, George H. Des Jardine, bookkeeper of the Fall River National bank with making a false entry and Thomas Williams of New Bedford with a violation of the Mann act concerning women.

Williams is serving an 18 months' sentence in New Bedford for a similar offense under the state law. Arraignments on the indictments will be made on Wednesday.

Joseph Friedman of Springfield, a junk dealer, and Frank W. Whitten of Boston, were indicted for buying goods stolen in interstate commerce and Robert Martin, Michael Kane and Thomas Conner, all of Springfield, were charged with larceny of goods in transit.

40 WOMEN WERE KILLED

IN ILLINOIS DURING 1913 FROM
POURING KEROSENE OR GASOLINE
LINE INTO KITCHEN STOVES

CHICAGO, March 6.—Forty women in Illinois lost their lives in 1913 from pouring kerosene or gasoline into their kitchen stoves to make their fires burn, according to the annual report of the state fire marshal made public today.

THE HOME RULE BILL
LONDON, March 6.—At the meeting of the cabinet on Wednesday last the plan previously favored by Premier Asquith and Sir Edward Grey, the foreign secretary, under which the province of Ulster was to be a sort of home rule within home rule is understood to have been abandoned in favor of a temporary scheme of local option. It is now proposed, according to reports from government circles, to allow any Irish county by a plebiscite to vote itself out of the operation of the home rule bill for a period of three years.

The Irish Nationalists were reluctant to acquiesce in the local option plan and they have only accepted it subject to the endorsement by their convention which will be summoned to meet in Dublin after Premier Asquith has made his announcement in the house of commons on Monday, when the bill comes up for second reading.

INDICTED FOR MURDER

ARMENIAN BOYS WHO POLICE SAY
CONFERRED TO KILLING TURK
WILL BE ARRAIGNED MONDAY

CAMBRIDGE, March 6.—Nehlan Abrahamian, 17, and Minuog Garahedian, 16, Armenians who the police declare confessed to killing Ismayal I. Oglio, a Turk, on Feb. 10 because he cursed their religion, were indicted today for murder in the first degree. They will be arraigned on Monday.

ROBBERS TOOK \$10,000

TWO MEN JUMPED FROM AUTO, ENTERED
SHOE FACTORY AND
ATTACKED PAYMASTER

ST. LOUIS, March 6.—The paymaster of the Brown Shoe Co. was robbed of \$10,000 at a factory of the company this afternoon according to a report telephoned to police headquarters. The robbery was committed by two men who jumped from an automobile, ran into the factory and held up the paymaster.

HEAT FUMING OVER
SYDNEY, N. S. W., March 6.—A settlement was reached today in the dispute between the employers and employees in the meat trade, which had brought about a meat famine in this city lasting from Feb. 16 till today.

If you want help at home or in your business, try The Sun "Want" column.

NEW YORK MARKET

	High	Low	Close
Amal Copper	74 1/2	72 1/2	72 1/2
Am Beet Sugar	21	20 1/2	20 1/2
Am Can	20 1/2	20 1/2	20 1/2
Am Can pfd	33 1/2	32 1/2	32 1/2
Am Car & Fr	51	50 1/2	50 1/2
Am Locomo	35	34 1/2	34 1/2
Am Nickel & R	67 1/2	67	67
Am Sugar Rtn	102	101 1/2	101 1/2
Am Soda	25 1/2	25 1/2	25 1/2
Archison	37	36 1/2	36 1/2
Balt & Ohio	20	19 1/2	19 1/2
Balt & O pfd	81 1/2	81 1/2	81 1/2
Br Rap Tran	94 1/2	93 1/2	93 1/2
Canadian Pa	208 1/2	208	208
Cent Leather	37 1/2	37 1/2	37 1/2
Ches & Ohio	56 1/2	56 1/2	56 1/2
Chi & Gt W	12 1/2	12 1/2	12 1/2
Consol Gas	133	133	133
Del & Md	152 1/2	152	152
Del L & W	12 1/2	12 1/2	12 1/2
Gen Sls	37 1/2	37 1/2	37 1/2
Gr N pfd	45 1/2	45 1/2	45 1/2
Gr N pfd	37 1/2	37 1/2	37 1/2
Gr N pfd	12 1/2	12 1/2	12 1/2
Gr N pfd	36 1/2	36 1/2	36 1/2
Illinois Cen	110 1/2	110 1/2	110 1/2
Int Met	14 1/2	14 1/2	14 1/2
Int Met pfd	60 1/2	60 1/2	60 1/2
Int Met pfd	17 1/2	17 1/2	17 1/2
Kan & Texas	18	17 1/2	17 1/2
Kan & T pfd	51 1/2	51 1/2	51 1/2
Lehigh Valley	149 1/2	149 1/2	149 1/2
Mexican Cen	12	12	12
Mexican Pa	24 1/2	24 1/2	24 1/2
Nat Lead	40 1/2	40 1/2	40 1/2
N Y Central	90	89 1/2	89 1/2
N Y West	102 1/2	102 1/2	102 1/2
No Am Co	70	70	70
North Pacific	112 1/2	112 1/2	112 1/2
Ont & West	27 1/2	27 1/2	27 1/2
Pennsylvania	111 1/2	111 1/2	111 1/2
People's Gas	12 1/2	12 1/2	12 1/2
Piedmont	42	42	42
Pullman Co	154	154	154
Ry St Sp Co	27 1/2	27 1/2	27 1/2
Tenn Coal	163 1/2	163 1/2	163 1/2
Rep Iron pfd	25 1/2	25 1/2	25 1/2
Sep I & S pfd	90	89 1/2	89 1/2
Rock Is	5 1/2	5 1/2	5 1/2
Rock Is pfd	7 1/2	7 1/2	7 1/2
St Paul	102 1/2	102 1/2	102 1/2
So Pacific	94 1/2	94 1/2	94 1/2
Southern Ry	25 1/2	25 1/2	25 1/2
Southern Ry pfd	32 1/2	32 1/2	32 1/2
Tenn Copper	35 1/2	35 1/2	35 1/2
Texas Pac	14 1/2	14 1/2	14 1/2
Third Ave	42 1/2	42 1/2	42 1/2
Union Pacific	150 1/2	150 1/2	150 1/2
Union Pac pfd	84	83 1/2	83 1/2
U S Rub	61 1/2	61 1/2	61 1/2
U S Rub pfd	101 1/2	101 1/2	101 1/2
U S Steel	65 1/2	65 1/2	65 1/2
U S Steel pfd	109 1/2	109 1/2	109 1/2
U S Steel 3s	102 1/2	102 1/2	102 1/2
U S Steel 4s	53 1/2	53 1/2	53 1/2
Westinghouse	71	70 1/2	70 1/2
Western Un	63 1/2	63 1/2	63 1/2

BOSTON MARKET
BOSTON, March 6.—The weakness in the New York list was reflected locally today with Boston & Maine leading the decline in a drop to 40. Low priced mining shares were also weak.

had only one fire in 1912, escaped without any in 1913. North Dakota reported its record of 1913 and had no fires on its one small forest. Not a single severe fire occurred during the year in district 4, which includes Utah, Nevada and southern Idaho, and in which a large proportion of the forests reported no fires at all.

Losses on Private Lands
There was proportionately greater loss on private lands within the forest boundaries than on the public lands. It is pointed out by the forest officers that these lands cover approximately

11 per cent of the total area included within the forest boundaries, yet the loss burned over on these private lands was more than 25 per cent of all.

Excuse Me
The forest service spent more than \$30,000 in protecting the private lands within the forests and adjacent to and outside of the forests. In addition to this cost, services and supplies to the value of more than \$17,000 were contributed by co-operators for fire-fighting on these areas.

Fires Came at End of Season
In the middle of the fire season, that is, in July, the service had high hopes

of small fire damage during 1913, and this hope kept up until the middle of September, when the fire season on the national forests ordinarily is about at an end. At that time there was less damage than had ever been recorded, and only 2260 fires as against 2470 in 1912, with about 60,000 acres burned as compared with 230,000 in 1912 and 700,000 in 1911. At the end of the month, however, the electric storms in California and one or two outbreaks of incandescence changed the whole situation.

Causes of Increase in Fires
Looking for the reasons of the increase in number of fires, the forest officers find three main causes.

First of all, the unprecedented electric storms which swept the whole state of California at the end of a long, dry season and set almost simultaneously, about 700 fires. The 804 fires set by lightning in California formed nearly 50 per cent of the 1625 fires on the national forests of the state from all causes and were more than half of the 1511 lightning-set fires in all the 21 states reporting.

In the second place, there were 751 fires which started outside the forests, of which 644 were stopped by the government's fire fighters before they reached the forest boundaries, as against 421 which started on outside areas in 1912. However, the proportion of such fires to all those which the service battled with was about the same for 1912 and 1913.

Incendiarism
The other increased cause of fires was incendiarism, but the increase was confined to three states, Arkansas, California and Oregon. All others showing a marked decrease. Of the 452 incendiarism fires, 128 were in Arkansas, 133 in California, and 142 in Oregon, where two brothers were known to have set 12 on one forest alone. These two and other incendiarism were of course, severely dealt with by the law. On Arkansas forest, too, it has been assumed that the 351 fires classed under the general heading of "origin unknown" were mainly incendiarism. In California the incendiarism fires are largely attributable to what is known as the "light-burning theory," which advances the argument that forests should be burned over frequently to prevent the accumulation of debris. The forest service considers this a pernicious theory because it scars the standing timber and thus reduces its value. It robs the forest soil of its ability to retain moisture, and eventually prevents the reproduction of the forest, since such fires destroy all seedlings before they have a chance to get a good start.

Lightning Caused Most Fires
In 1912, lightning caused more fires than any other agency, followed closely by railroads, campers and hunters. In the order given. In 1913, however, the fires caused by lightning outnumbered the next nearest cause by more than three to one, but the other causes remained the same as in 1912. A considerable decrease in the proportion set by railroads and campers indicates, according to forest officers, a growing carelessness on the part of the general public.

Last year, as in 1912, California led all others in number of fires, this lead being a long because California has such a large dry season. It was followed by Arkansas, Arizona and Oregon, in the order named. Kansas, which

RENEWED WEAKNESSES

IN SECURITIES AT OPENING OF
MARKET—MANY LOW RECORDS—
CLOSED WEAK

NEW YORK, March 6.—Renewed weakness developed today in securities which have recently been under pressure. Ches & Ohio sold heavily. It opened with a block of 4000 shares at 55 and sagged to 55 1/2. The convertible bonds fell one. Rock Island pfd. reached a new low record and the collaterals declined a point. Baltimore & Ohio, whose weakness yesterday was associated with reports of extensive new financing sold off 1 1/2.

Pressure against some of the low priced railroad shares neutralized the effect of a recovery of a point in Chesapeake & Ohio. Heavy selling of a few stocks caused general depression today. Chesapeake & Ohio's decline reached five points by noon and Baltimore & Ohio was down heavily by London. Bear speculators were quick to take advantage of the low prices offered by the principal stocks freely. The appearance of further unfavorable railroad reports for January and the poor showing in gross made by various lines in the last week of February also weakened the railroad list which relatively was heavier than the industrial. Traders were reluctant to take stocks except at considerable concessions and prices fell away steadily until there were numerous losses of one to four points. General motors lost four points and Kansas and Texas pfd. nearly as much.

The market closed weak. The day's low prices were made in the final hour when St. Paul slumped at a rapid rate and lost four points. The stock was sold on allegations by the examiners of the Interstate Commerce commission that irregularities had been discovered in the company's financial statements.

COTTON SPOT
Cotton spot closed quiet. Middling Upland 13.20, Middling Gulf 12.25. Sales, 14,000 bales.

COTTON FUTURES
March 12.90
May 11.75
July 11.75
August 11.75
October 11.60
December 11.55
January 11.35

BOSTON MARKET

	High	Low	Close
Boston & Albany	155	155	155
Boston Elevated	82	82	82
Dos & Maine	42	39 1/2	39 1/2
N Y & N H	63 1/2	63 1/2	63 1/2

RAILROADS

	High	Low	Close
Adventure	15 1/2	15 1/2	15 1/2
Alhagez	40 1/2	40 1/2	40 1/2
Arctian	5	4 1/2	4 1/2
Arizona Com	5 1/2	5 1/2	5 1/2
Cal & Arizona	66 1/2	66 1/2	66 1/2
Cal & Hecla	125	125	125
Centennial	17	17	17
Cabrio	41 1/2	40 1/2	40 1/2
Copper Range	38	37 1/2	37 1/2
De Butte	11 1/2	11 1/2	11 1/2
Granville	5 1/2	5 1/2	5 1/2
Hancock	8 1/2	8 1/2	8 1/2
Indiana	19 1/2	19 1/2	19 1/2
La Salle	5	5	5
Monah	4 1/2	4 1/2	4 1/2
Nipissing	13 1/2	13 1/2	13 1/2
North Butte	2 1/2	2 1/2	2 1/2
Old Colony	2 1/2	2 1/2	2 1/2
Old Dominion	5 1/2	5 1/2	5 1/2
Ossineola	8 1/2	8 1/2	8 1/2
Ray Con	18 1/2	18 1/2	18 1/2
Shannon	22 1/2	22 1/2	22 1/2
Superior	22 1/2	22 1/2	22 1/2
Superior & Boston	22 1/2	22 1/2	22 1/2
Trinity	41 1/2	40 1/2	40 1/2
Utah Cons	14 1/2	14 1/2	14 1/2
Wolverine	15 1/2	15 1/2	15 1/2

TELEPHONE

	High	Low	Close
Am Tel & Tel	17 1/2	17 1/2	17 1/2
New Eng Tel	13 1/2	13 1/2	13 1/2

MISCELLANEOUS

	High	Low	Close
Am Pneu	3 1/2	3 1/2	3 1/2
Mass Elec pfd	61 1/2	61 1/2	61 1/2
Mass Gas	94	94	94
Mass Gas pfd	165 1/2	165 1/2	165 1/2
United Frnt	94 1/2	94 1/2	94 1/2
United Sh M	34 1/2	34 1/2	34 1/2
United Sh M pfd	25 1/2	25 1/2	25 1/2

UNLISTED SECURITIES

	High	Low	Close
Alaska Gold	21 1/2	21 1/2	21 1/2
Am Woolen pfd	7 1/2	7 1/2	7 1/2
Mass Gas	19 1/2	19 1/2	19 1/2
Butte & Superior	3 1/2	3 1/2	3 1/2
Lake Copper	9	9	9
Miami Cop	22 1/2	22 1/2	22 1/2
Pond Creek	17 1/2	17 1/2	17 1/2
Swift & Co	10 1/2	10 1/2	10 1/2
U S Smelting pfd	48 1/2	48 1/2	48 1/2
Utah Apex	4 1/2	4 1/2	4 1/2

BONDS

	High	Low	Close
Am Tel & T's	88 1/2	88 1/2	88 1/2

MONEY MARKET

NEW YORK, March 6.—Sterling exchange easy. Sixty day bills 133.50; for demand \$35.50; commercial bills 137.50. Bar silver 58 1/2. Mexican dollars 35 1/2. Government bonds steady. Railroad bonds heavy. Call money steady at 4 1/2 per cent; selling rate 1 1/2; last loan, 2 1/2; closing 1 1/2. Time loans easier, 60 days 2 1/2; 90 days 3; six months 3 1/2.

Winding Up the
Winter BusinessBalance of Stock At About
25c On the DollarWINTER COATS AT
\$7.50Lowest quotations on such
swell coats, \$12 to \$20 coats
in the assortment.

WINTER SUITS \$10

We want to dispose of every Win-
ter Suit by Monday night. \$26
to \$30 suits at, \$10.00
choice.

125 PLAID SKIRTS

Come in today; they are \$9.00
Skirts, but today and Mon-
day you can buy \$2.00
at.

CHOICE OF 25 COATS

Selling at \$12.50, \$3.90
at.Children's Coats at
\$1.00, \$2.00New York Cloak
and Suit Co.Cherry & Webb
12-18 JOHN STREET

THE TAX SYSTEM FIRE THREATENED

Gov. Walsh Reiterates To Destroy the Wood
Request for Constitu- Working Plant in Dut-
tional Convention ton Street

BOSTON, March 6.—Governor Walsh this afternoon declared that the present tax system of the state was wrong and inequitable and a system which taxes one man on every thousand dollars' worth of property and another man on every hundred dollars' worth of property and allows another person more wealth and property to escape without taxation.

The governor reiterated his request that the legislature call a constitutional convention.

"I want to take this occasion," he said, "to notify the public and those interested in taxation reform that my judgment, based upon the experience of the efforts to get favorable action in the legislature in the last five years, there is no other way except through a constitutional convention."

The fire started from a large, rare paper machine that is used to finish doors, windows, etc. A telephone alarm was sent to the fire department and the members of Hose 6 were quickly on the scene and although the blaze was not very furious the fire was burning under the heavy machinery and the room was filled with smoke. It was feared that some of the other stock would catch fire, but this was prevented by the firemen and the blaze was soon extinguished. The damage being confined to the machinery and stock. The machine from which the fire started weighs nearly two tons. It is said, and is very valuable.

CAPTAIN MANSON
BOSTON, March 6.—Captain Edward S. Manson, one of the state pilot commissioners and a commander of many clipper ships, died today at the age of 81 years.

MESSANGER MONAHAN

RECEIVES DEMAND FOR Doves
CAPTURED IN THE CITY HALL
TOWER

"Are you the city messenger?" asked a youth of Messenger Monahan in the latter's office this noon.

"That is who I am," was the reply.

"Well, I would like to have some of those doves you are giving away," said the boy. The visitor then informed the city messenger that he read in The Sun a short time ago that the messenger was making an endeavor to capture all the pigeons that have made a bunking place of the city hall steeple, and as much as he (the boy) is real fond of pigeons, he thought he would try to get his share of the birds. He told how he constructed a modern pigeon coop, and he is now ready to shelter under its roof as many birds as the messenger will be kind enough to pass his way.

Mr. Monahan informed his visitor that his success thus far in capturing doves has not been very flattering. "It seems," said Owen, "that the doves must also have read the item in The Sun, for since the very day this article was published I haven't seen a pigeon about the place. I have not ways of all descriptions to capture them all, if possible, and even baited them in root style, but there's nothing doing. The pigeons fly around the tower but they absolutely refuse to enter their former abode. However, my young man, come around again and I'll can accommodate you with a few specimens of this noble race. I will cheerfully do so," and the boy left the building with a feeling that the days are not far away before his new pigeon coop is filled with tumbler, fantails and other doves.

OFFICERS EXONERATED
WASHINGTON, March 6.—The report of a naval court which investigated charges that an ensign was responsible for a series of thefts from the battleship New Jersey at Boston has reached the navy department and is said completely to exonerate the suspected officer. It probably will not be made public.

53 MARKET ST.
Free City Motor Delivery

FOR LATE LOCAL AND TELEGRAPH
NEWS SEE LATER EDITIONS

From Yesterday's Late Editions

FOR REPORT OF TODAY'S CLOSING
STOCK MARKET SEE LATER EDITIONS

MAN FOUND DEAD WITH HIS HEAD IN COAL HOD

Providence Fish Dealer Was Suffocated in a Peculiar Manner at His Home Early Today—Fell Off Chair, it is Believed

PROVIDENCE, R. I., March 6.—John U. Leach, a fish dealer of this city, was suffocated in a peculiar manner at his home early today. He was found dead with his head in a coal hod which was jammed tightly beneath the waterpipes in the kitchen. It is supposed that while sleeping in a chair he fell out and struck his head on the coal hod which slid beneath the pipes. Medical Examiner Langfellow declared Leach's position was such that it would have been impossible to have extricated himself.

WAS CURED AT LOURDES FOUND UNCONSCIOUS

WOMAN IN DYING CONDITION RESTORED TO HEALTH AT FAMOUS SHRINE IN FRANCE

LONDON, March 6.—Again has the shrine of Lourdes, France, been the medium between heaven and earth for the cure of an apparently dying person. Today a cablegram reached the relatives of Mrs. Hugh Lindsay, 20 Cheltenham Terrace, Hendon, Newcastles, of her complete recovery from what was asserted by several specialists to be a mortal disease.

CANAL TOLLS EXEMPTION

SIMS BILL FOR REPEAL WAS FAVORABLY REPORTED BY HOUSE COMMISSION

WASHINGTON, March 6.—The Sims bill to repeal the Panama tolls exemption was favorably reported by the house commerce committee today by a vote of 17 to 4. Representatives Doremus of Michigan, Democrat, Knowland of California and Hamilton of Michigan, republicans, and La Follette of Washington voted against it.

SEN. POINDEXTER WANTS QUESTION TO EXPLAIN MATTERS OF GREATER DELICACY

WASHINGTON, March 6.—Senator Poindexter, progressive, today introduced a resolution calling on President Wilson to explain what matters of even greater delicacy and nearer consequence he referred to in his address to congress yesterday as depending on the repeal of the Panama tolls exemption.

WILLIE HOPPE IN LEAD

WITH THREE GAMES WON AND NONE LOST, HE HAS HIGHEST STANDING IN TOURNAMENT

CHICAGO, March 6.—With three games won and none lost and with a high run of 216, Willie Hoppe today had the highest standing in the fifteen, 15-2 billiard tournament, which is being played here. The official standing is:

DEATHS

BHADA—John, aged five days, died today at the home of the parents, Mr. and Mrs. Zimert Bhada, 18 Howe street.

STEAMER ARRIVES

NEW YORK, March 6.—Arrived, steamer Madonna, from Marcellus, via Providence.

MIDDLESEX AND ESSEX DELEGATIONS AT HEARING

Urging State 'to Cooperate With Federal Government in Making the Merrimack Navigable From Lowell to the Sea

The biggest and most enthusiastic meeting yet held in connection with the development of the Merrimack river from Lowell to the sea took place at the state house this forenoon. There were at least 200 proponents of the proposition present from Lowell, Lawrence, Newburyport, Haverhill, Amesbury and other places. The enthusiasm was so great that hand-clapping was indulged in and the chairman of the committee before which the hearing was held, the committee on harbors and public lands, reminded the enthusiasts that cheering of any kind was forbidden in any of the committee rooms at the state house.

Lowell, more than any other city represented, has cause to feel proud of the enthusiasm manifested at the hearing, for the waterway committee of the Lowell board of trade made the meeting possible by taking the initiative in co-operating with other towns and cities interested in the proposition.

The hearing was called, primarily, for the purpose of discussing the special report of the Merrimack Valley Waterway board relative to the development of navigation and power in and along the Merrimack river, and to have the committee on harbor and lands recommend that the board send representatives to Washington to lay the matter before congress.

FUNERALS

TOWNSEND.—The funeral of Frank L. Townsend took place yesterday afternoon from the rooms of Undertaker George W. Healey, 73 Branch street. The services were conducted by Rev. Asa M. Dillie, pastor of the Calvary Baptist church. The following delegation represented the churches: George W. Healey, 73 Branch street, 770, Royal Arcadian, acted as bearers and also exemplified the ritual of the order at the grave: William J. Carey, Loren M. Fuller, Arthur H. Dana, Gordon C. Bligh, Joseph Leppage, C. A. Butler and John Sullivan. Mr. Herbert Taylor acted as chaplain at the grave. The mother of the deceased, Mrs. Lavinia Townsend, died Jan. 2, 1914, and her body was placed in the receiving tomb at that time. Yesterday her casket was placed beside that of her son in the family lot in the Westlawn cemetery.

BROWN.—The funeral services of Mrs. Seldine S. Brown took place yesterday afternoon from the First Parish Unitarian church in Tyngsboro. The services were conducted by Rev. Chas. T. Billings, assisted by Rev. N. S. Houghton of Tyngsboro. A quartet composed of Clara Littlefield, Fannie Littlefield, Chester Bancroft and Clara Littlefield sang appropriate selections. The ushers were H. T. Bancroft and C. H. Queen. The bearers were Messrs. A. P. Hoadley, R. S. Sherman, J. B. Butterfield and J. C. Harris. The flowers were many and beautiful. The body was forwarded to Concord, Mass., for burial. The funeral arrangements were under the direction of Undertakers Young & Blake.

THAW LAWYER DISBARRED

CLIFFORD HARTIDGE SQUARED \$30,000 TO INDUCE WOMEN TO LEAVE NEW YORK

NEW YORK, March 6.—Clifford Hartidge, counsel for Harry K. Thaw at his first trial for the killing of Stanford White, was disbarred from the practice of law today by the appellate division of the supreme court. The court found that Hartidge had squandered \$30,000 to induce women witnesses who might have testified against Thaw to leave the city.

CONVICTIONS AFFIRMED

APPELLATE DIVISION OF SUPREME COURT REPORTS ON CASES OF FORMER N. Y. POLICE INSPECTORS

NEW YORK, March 6.—The appellate division of the supreme court today unanimously affirmed the conviction of former Police Inspectors Murtha, Thompson and Sweeney found guilty of having conspired to obstruct justice. In the case of the fourth convicted inspector, Hussey, the court reversed the conviction and directed his discharge from the Blackwell's Island penitentiary.

WARREN PORTER DEAD

Was President of Springfield Chamber of Commerce and of New England Box Co.

BOSTON, March 6.—E. Warren Porter, president of the Springfield chamber of commerce and of the New England Box Co., died suddenly here today.

The biggest and most enthusiastic meeting yet held in connection with the development of the Merrimack river from Lowell to the sea took place at the state house this forenoon. There were at least 200 proponents of the proposition present from Lowell, Lawrence, Newburyport, Haverhill, Amesbury and other places. The enthusiasm was so great that hand-clapping was indulged in and the chairman of the committee before which the hearing was held, the committee on harbors and public lands, reminded the enthusiasts that cheering of any kind was forbidden in any of the committee rooms at the state house.

Lowell, more than any other city represented, has cause to feel proud of the enthusiasm manifested at the hearing, for the waterway committee of the Lowell board of trade made the meeting possible by taking the initiative in co-operating with other towns and cities interested in the proposition.

The hearing was called, primarily, for the purpose of discussing the special report of the Merrimack Valley Waterway board relative to the development of navigation and power in and along the Merrimack river, and to have the committee on harbor and lands recommend that the board send representatives to Washington to lay the matter before congress.

The speakers urged the co-operation of the state and federal governments and some fine arguments were presented.

Senator Bellamy of Bristol is the senate chairman of the committee and Rep. Belding of Springfield, the house chairman. The committee seemed very much impressed with the arguments offered, as well as with the special report of the board, and the committee will come to Lowell next week to take a view of the Merrimack from here to the sea. The visit was suggested by the committee.

All of the delegates present wore a paper badge inscribed as follows: "On to Boston" in big letters and underneath, in smaller type, "I will join the Lowell delegation." At the State House, Friday, March 6, 1914.

The report of the special committee contained several recommendations, important among which were the following:

That the legislature memorialize congress to take early and favorable action looking to the improvement of the Merrimack river and its opening to navigation from the sea to Lowell, and urging that appropriations be made to carry out the necessary work in co-operation with the commonwealth.

That an appropriation of \$100,000 be made by the legislature for the purpose of improving the Merrimack river, and as evidence of agreement by the commonwealth to a policy of co-operation with the federal government with respect thereto, the expenditure of this appropriation to be conditioned upon the passage by congress of appropriations for the same purpose.

Chairman Sutherland's Address

A. B. Sutherland, member of the Merrimack Valley Waterway board and chairman of the waterway committee of the Lawrence chamber of commerce, was the first speaker. He said in part:

Gentlemen of the Committee: We come before you today to ask for your endorsement of the report of the Merrimack valley waterway board and to frame a bill or resolve to carry out its recommendations. When the act was passed creating this board it undoubtedly was the intention of the legislature of 1912 to have the improvement of the Merrimack river pushed to completion.

The first improvement on the Merrimack river was started by the national government in 1828 and since that time several surveys had been made but until two years ago when the legislature created the Merrimack valley waterway board the matter had not received the public support and consideration commensurate with its great importance.

The United States has spent since 1828 something like seven hundred millions on its river and harbor improvements. Of that great sum only one hundred and forty-seven millions have been spent on the Atlantic five great rivers and the Gulf of Mexico.

That is just seven millions more than France appropriated last year to spend on her internal waterways. The difference between one hundred and forty-seven millions and seven hundred millions has been spent justly on the Mississippi and Ohio rivers and the south and west of this country. Canada to the north in thirty to thirty-five years has spent three hundred and sixty millions and is now about to spend one hundred millions more on her canals, rivers and harbors.

Montreal harbor is to receive five millions; Halifax, three millions; and also to receive millions for harbor improvements.

Unfortunately for Massachusetts we are lagging behind in the improvement of our rivers and harbors so that the great commercial capital of the United States is New York when it ought to have been Boston on account of its being nearer to Europe.

tion is the opening of the Merrimack river to navigation by having an 18-foot channel, 200 feet wide and even wider, at the bends to bring out materials in this valley which contains three of the greatest manufacturing cities in this state, Lowell, Lawrence and Haverhill.

Now I will give you a few statistics regarding the Merrimack river valley in this state.

Total population 307,510
Total value assessed estates, April 1, 1913 \$262,710,204
Total number of establishments 814
Total capital invested \$188,152,336
This represents about 53.1 per cent of the capital invested in metropolitan Boston (including Boston and 23 other cities and towns), and about 14.4 per cent of that invested in the whole state.

Total value of stock and material used \$116,570,260
This represents about 33.5 per cent of that of metropolitan Boston, and about 12.5 per cent of that of the whole state.

Total amount of wages paid during the year \$42,004,459
Total number of wage earners employed during year 85,069
Total value of product \$196,556,977

This represents about 35.1 per cent of the total product of metropolitan Boston and about 12.4 per cent of that of the whole state.

The total coal consumption of these cities and towns exceeds 1,200,000 tons annually. Of this 1,200,000 tons of which is now received by water, in the opinion of the manufacturers along the river an adequate water route for the receipt of this commodity would effect a saving in freight rates from 50 cents to a dollar a ton, in addition to the saving in transportation charges on goods, merchandise, raw material and manufactured product. You will see from these figures that the Merrimack river is next to Boston, the most important part of the state. The coal which the Lawrence Gas Co. uses about \$6,000 tons cost \$1.15 more per ton than it costs the same companies in Lynn and Salem.

The saving on coal alone to Lawrence, Lowell and Haverhill would amount from \$750,000 to \$1,000,000 a year.

The congressional committee of rivers and harbors made a tour through this state last fall. They were taken from Lowell to the sea and when they saw our immense manufacturing plants in Lowell, Lawrence and Haverhill they expressed themselves as being surprised that efforts had not been made years ago to open the Merrimack river to navigation.

The Merrimack river is one of the most highly developed rivers in the world. It carries more spindles than any other river on the globe, but we can increase the value of our river by opening it up to navigation and give our manufacturers and people an opportunity to compete with Great Britain and Germany in the markets of the world. This famous coast will be completed this year and we want the industries of this state to be landed as cheaply on the Pacific slope, and in South America as the manufacturers of other sections of this country. A great opportunity awaits us in the opening of the Panama canal and the desire to be in a position to take advantage of these opportunities to the fullest extent.

Now the United States is opposed to spending any money for improvements unless the state in which the improvement is to be carried out will contribute a substantial amount and that is why we ask this state to contribute \$1,000,000 towards this great work.

Louis H. Hovey

Louis H. Hovey of Haverhill was the next speaker. Mr. Hovey is a member of the Merrimack valley waterway board and he said in part:

"Do you agree with Mr. Sutherland that there wouldn't be any land damage?" asked the chairman.

"The only land damage would be at Ward hill, and that would be very slight."

"Where do you get your estimates on the \$7,000,000?"

"That is the estimate of the engineers."

because of freight rates; industries that went to the great lakes.

Recorded in Favor

Senators and representatives who had business with other committees stepped out to be recorded in favor of the proposition to develop the Merrimack river. Besides representatives from Lowell there were representatives from Lawrence, Haverhill and Newburyport.

Judge Paine Speaks

Judge Paine, chairman of the Merrimack Valley waterway board and member of the harbor and lands commission, spoke in favor of the project. He said in order to get the river open it would be necessary for the state to spend its money. The state, he said, should view the matter in its proper light and he felt that the state would do its part. As Judge Paine was about to take his seat the chairman took occasion to compliment him, as a member of the Merrimack Valley waterway board, for the splendid report submitted. "It is the most comprehensive report that this committee has received this year," said the chairman, and Judge Paine bowed his acknowledgment of the compliment.

Secretary Murphy

Mr. Murphy said in part as secretary of the Lowell board of trade and as secretary also of the Merrimack Valley Waterway conference. It is my pleasure and honor to submit for your consideration a statement of facts relative to the report of the Merrimack valley waterway board and its direct connection with the city of Lowell.

The project before you today is to place Massachusetts in a position to guarantee to the government that the state is willing to assist the federal government in expending a dollar for dollar on the improvement of its rivers. While the report mentions an appropriation of \$1,000,000, it is only on condition that the government will expend a like sum on its project on carrying out the plans of its own engineering.

The people of Lowell are enthusiastic in their belief that the improvement of the Merrimack river will develop new territory, will enhance the value of real estate and will reduce the cost of handling freight and increase the efficiency of transportation. They also believe that the development will have a tendency to decrease the cost of living, because raw materials used in the process of manufacturing and cost both for manufacturing purposes and domestic use can be brought to this city at a reduced cost.

The importance of the project of making the Merrimack river navigable may be estimated when we realize that the Merrimack river turns more spindles than any other river in the world, and that the Merrimack river flows through the greatest textile centers of the United States.

The Merrimack valley, unsurpassed for its beautiful stretches of scenery, is one of the most important manufacturing districts in New England. The cities and towns along its banks have a population of about 310,000 people, and an assessed valuation of real and personal property of \$213,556,972 and manufacture a great diversity of products which annually exceeds in value \$196,000,000.

The growing importance of the industries of the Merrimack valley demands study and attention and the cost of the project is not incommensurate with the advantages to be derived. The cost of the project should have little weight.

Lowell, with its 320 diversified industries, and its 162 factories employing over 33,000 wage earners, manufacturing over and over again, representing a value over \$60,000,000, must give the attention of the United States government and the state that it is entitled to and the position that Lowell occupies in the state and country can only be maintained by securing appropriations which will adequately develop and help to properly utilize her natural resources.

The total freight tonnage handled annually in Lowell is in excess of 2,000,000 tons and the average gain in total tonnage per year is estimated at 25 per cent. This freight coming in consists of coal, cotton, iron ore, wool, lumber, wire and other raw steel materials, brick, cement, leather, etc., and could come by water if the river was improved. It is a conservative estimate that 50 per cent of the cotton, coal, iron ore and leather could be shipped by water.

The amount of coal brought into Lowell amounts to about 550,000 tons per year. This in most all cases comes from Boston by rail which necessitates a charge of 24 cents per ton for transportation from large to train at Mystic Wharf and an added freight rate of 55 per cent to come to Lowell.

It is unnecessary to state that if the river was improved by dredging to a sufficient depth from the mouth to this city of Lowell all the manufacturers would utilize it for the transportation of raw material and finished products.

The establishment of competitive rates by rail and water result in a saving to the manufacturers and in this particular section competition with a single railroad is sure to bring about reduction of rates and more efficient service.

Concurrent Rogers' Letter

Secretary Murphy read a letter from Congressman Rogers in which the latter said:

"I venture to hope that your committee and the legislature will

ACCUSES PRESIDENT WILSON OF COERCION

Sen. Works Attacks Administration and the Legislation it Has Passed—Says President is Opposed to Woman Suffrage

WASHINGTON, March 6.—Emphatic disapproval of the administration, the legislation which it has passed and of what he called the coercion used by President Wilson to compel action by congress was voiced in the senate today by Senator Works of California in delivering what he termed a friendly review of the achievements of the executive and legislative branches of the government in the one year of democratic rule. A year of almost continuous congressional session mostly for the political disadvantage of the democratic party, was declared to be the most striking feature of the administration.

The senator reviewed the tariff bill and charged that "but for the coercion used by the president upon congress

it never would have passed." Executive pressure had created in the senate, he said, an apathy that impaired that body's usefulness. The income tax law and the currency bill were also mentioned in this connection.

Referring to the Panama tolls question Senator Works said the people who believe in the granting of free tolls for American coastwise ships will want some good reason for this change of front on the part of the democratic party under the leadership of the president.

The senator said the tendency toward paternalism and extravagance in the appropriation of public moneys was a marked feature of the administration.

He declared it was evident to everybody that the administration is opposed to granting suffrage to the women but lacks the courage to come out openly and oppose it.

FIND BODY ON BEACH

MISS EDITH K. DUSTIN LEFT NOTE SAYING THAT LETTER WOULD EXPLAIN SUICIDE

GLOUCESTER, March 6.—The body of Miss Edith K. Dustin, 37, and a graduate of Lasalle seminary, was found on the beach here today. It is supposed that she threw herself into the water last night. In her clothing was found a note saying that she had left a letter to her mother which would explain her suicide.

DIED FROM POISON

AUGUSTA, Me., March 6.—Fred Walker, a local sewing machine agent, aged 40, was found in a helpless condition in Maine Central railroad passenger station today. Near him was an empty phial which had contained poison. He died at the police station three hours afterward.

FEAR OVERFLOW

Heavy Rain Would Start the Merrimack River Rising Again

Essex County Man

Chairman Dwyer of the Essex county board of trade, made the very remarkable statement that the Merrimack river is the only river in the world with three big manufacturing cities on its banks that has not been developed either by state or nation. He said that Massachusetts had done less for the development of her waterways than any other state in the Union, and he submitted figures to show how other states have run away from Massachusetts in the development of their rivers and waterways.

He said that Massachusetts is the richest state in the Union on a per capita basis, but that if she would hold her place in the industrial world it is absolutely necessary that she should develop her waterways.

News of Haverhill

Leslie K. Morse of Haverhill said he had taken a great deal of interest in the development of the Merrimack river and he thought the chairman of this delegation went over the whole story very thoroughly. He referred to Haverhill as the pivot in the proposition, as that city is fifteen miles from Newburyport and fifteen miles from Lowell. He extended a hearty welcome to the committee to view the Merrimack river from Lowell to the sea, with emphasis on Haverhill as a stopping place.

James D. Crook

The Merrimack valley, section of Massachusetts, said Mr. Crook, has always been a large contributor to the state treasury and has very modestly asked but little in return in the line of important public improvements. But now it comes with a united front with a project that will mean a saving to its people of millions of dollars a year and a vast benefit to the state as a whole.

Others in Favor

Other speakers in favor of the project included George E. Rix, of the Lawrence chamber of commerce; A. E. Briggs of Amesbury; Dr. Maynor Bessie of Newburyport; and Fred M. Chandler, president of the Lawrence chamber of commerce.

Other speakers included ex-Senator George of Haverhill, Charles H. McIntire of Lowell, Alderman Hannigan of Lawrence, William S. McNary, chairman of the harbor and lands commission; Engineers Wood and Sherman, who made the reports, and others favored the proposition.

Lowell Men Present

Lowell men present included Mayor Dennis J. Murphy, Charles H. McIntire, Jesse D. Crook, Harry L. Stanley, Ralph Gilmore, John C. Martin, Henry Rumbold, Stanley Gilbert, William Penn, Arthur Sanders, Edward Tyle, Will Rounds, A. S. Adams, Charles T. Kilpatrick, Edward T. Pierce, Capt. Wm. P. White, U. S. N. (retired), William N. Osgood, ex-representative Williams, Senator Fisher, Daniel F. Carroll, Senator Henry J. Draper, John H. Murphy, secretary of the Lowell board of trade, Representative Jewett, Lewis Murphy, Higgins, Brennan, Gilbride, Kimball, Passenden and others.

There was no opposition to the proposed bill.

FRANK E. DUNBAR

Opposed to Bills Extending Power of Harbor and Land Board

F. E. Dunbar of this city appeared before the committee on harbor and lands at the state house today in opposition to acts extending the jurisdiction of the harbor and land commission to non-tidal rivers and streams, giving the board authority to undertake the improvement of such streams, together with the development of rivers and harbors and the survey of great ponds.

Before the committee on harbor and lands at the state house today in opposition to acts extending the jurisdiction of the harbor and land commission to non-tidal rivers and streams, giving the board authority to undertake the improvement of such streams, together with the development of rivers and harbors and the survey of great ponds.

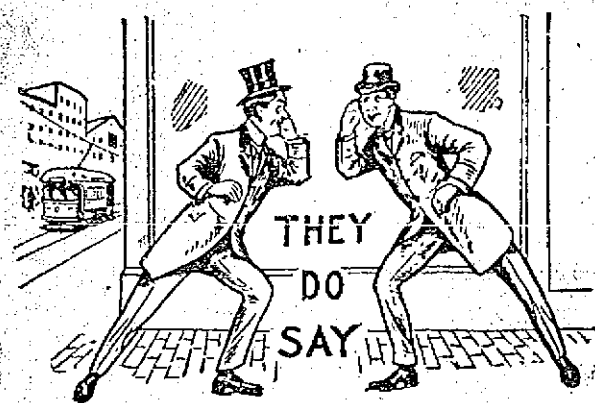
HEARING AT CITY HALL

CHAIRMAN McSWEENEY PRESIDENT OVER INDUSTRIAL ACCIDENT HEARING TODAY

The Industrial Accident board this morning gave a hearing at city hall on the death of one Frank Silva, who lost his life in a runaway accident in this city in 1913. The hearing was held because the parents of the deceased did not agree with the insurance company over the compensation to be paid. The hearing was presided over by Edward J. McSweeney, while the arbitrators were J. Joseph O'Connor, chairman of this city, and Edward R. Spaulding, 250. The attorneys were I. C. Doyle for the insurer and Arthur L. Woodward for the employee.

The accident occurred on Oct. 25, 1913, while Silva was in the employ of the William & Pratt Rendering Co. of this city. The horses he was driving became frightened at an electric car and they ran away. The wagon struck a telephone pole and Silva was thrown forcibly to the ground. He was removed to his home at 35 Lagrange street and later to the hospital where he died from his injuries on Nov. 18 of the same year. After hearing the testimony of the mother and sister of the deceased, the arbitrators took the matter under advisement.

Having the admirable chamber, Mr. McSweeney paid a flattering compliment to Messenger Monahan, by calling his attention to the fact that Lowell had the best suitable room for hearings of the board than any other city in the commonwealth.



That that skating party was a big success.

That Jack threw a snowball through a window.

That some small people have big ideas and ideals.

That the girl with the diamond ring has not resigned yet.

That Billy Gilcrest is wearing the smile of happiness.

That Murphy's dog must have bitten the owner recently.

That the maxie is to be succeeded by the narrow-gauge shuffle.

That "Red" was feeling blue at the conclusion of the tango trial.

That Andrew Mowatt is one of the hustling "jokers" of the town.

That the ball in aid of St. John's hospital will be held on April 28.

That even mayors are expected to keep their campaign promises.

That Judge Enright's is right, all right on the tango case.

That Murphy's goat barks louder than Murphy's dog.

That being superintendent is rather unenviable—under some circumstances.

That the tangoists have received an offer to go into vaudeville.

That, if a fellow smiles, some people think he is giving them the ha, ha.

That resignations are coming fast since Curley became mayor of Boston.

That Conductor Tom Flynn is the embodiment of politeness, courtesy and consideration.

That the citizens will believe Mayor Murphy's story about an \$18 tax rate when they see it and not before.

That the mayor will feel better if he never hears what the banqueters said about him.

That a few members of the park commission are in danger of overdoing the "economy" cry.

That the Merrimack river cannot be ignored at present, either in the legislature or in Lowell.

That one of the clerks in Western avenue is studying law in the Hildreth building Wednesday afternoons.

That Officers Clark and Swanwick would have danced more gracefully had they stood back to back.

That Miss Lowell looks charming with the liberal application of her snow-brand talcum powder.

That the tax rate is soaring higher than the reputation of the commissioners for keeping their pledges.

That Lowell men are contemplating attending the charitable Irish society dinner in Boston March 17.

That the schoolboard can find a suitable man for the Edison school out of our 165,000 population if it wants to.

That everyone will now learn the tango and kindred other new conformation dances for the summer.

That there are very poor hospital facilities at the City hospital in Chalmers street.

That, anyway, a man couldn't dance the "Texas Tommy" with any superfluous loins.

That the high water caused more damage at Beaver brook than in any other place in the vicinity of Lowell.

That it is the general opinion that there will be a long lull at the coming town meeting of Billerica.

That it was an interesting sight to see the beginners at the skating rink the other night.

That another industry was brought to Lowell during the past week through the efforts of the board of trade.

That the Matthews of Billerica speak highly of the hospitality of the Y. M. C. E. boys.

That Associate hall will be the scene of a series of lively basketball games in the near future.

That the Concord river has resembled more than "a little stream" during the past few days.

That Jimmy Gray expects to have a team this year that will keep up the good work of its predecessor.

That if barbers came under the civil service rules they ought to land something with their pull.

That the Buntings will hold a singing contest for members only, at their smoke talk, this evening.

That it's an all-fired poor rule that that any woman was in love with him he wouldn't be surprised a bit.

That some people may keep a secret by putting it in cold storage and then losing the key.

That several of the men drew the color line and refused to wear the union button.

That Assistant District Attorney Mc-

Donald made many friends during his visit to this city with the grand jury.

That the evening classes of the Lowell Textile school were very popular during the year just closed.

That the much heralded benefit dance will not be conducted under present circumstances.

That when a woman is now said to be "hobbling along" the inquiry is put "tripped or stylish?"

That it's all right to hope for the best, but hoping is not only lifeless, but cannot be put down as adequate exercise.

That the Bunting club is going to Lawrence by special trolley Saturday, March 14, to visit the British Social club of South Lawrence.

That Thursday a reporter asked ten local dancers who was the most popular man in town and nine answers were identical.

That the members of the Gorham Street Primitive Methodist church hope Rev. N. W. Matthews will accept the invitation to remain as pastor.

That the return of the world touring ball players set at rest many wild reports, that some of the stars would join the Federals.

That Henry Carr believes in signs, and evidently thinks others do, judging from the placards that adorn his windows these days.

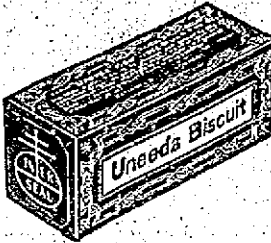
That the members of the Y. W. C. A. think they are just as good solicitors as those who took part in the Y. M. C. A. campaign.

That the Lowell high school track team expects to come back strong tonight when it meets the team from the Boston English high.

That the board of trade had an excellent opportunity to take Mayor

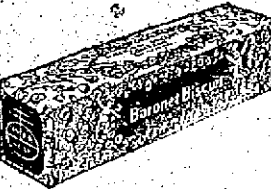
Uneeda Biscuit

Nourishment—fine flavor—purity—crispness—wholesomeness. All for 5 cents, in the moisture-proof package.



Baronet Biscuit

Round, thin, tender—with a delightful flavor—appropriate for lunch, con, tea and dinner. 10 cents.



GRAHAM CRACKERS

A food for every day. Crisp, tasty and strengthening. Fresh baked and fresh delivered. 10 cents.



Buy biscuit baked by NATIONAL BISCUIT COMPANY Always look for that name

Murphy's measure Thursday night, and they took it.

That the animal dance inspector has added to his official equipment a telescope, a sofa pillow, three sheets of paper and a tape measure.

That if there is migration of souls into the vegetable kingdom, there will be great forests of "nut" trees next century.

That the gentlemen who tried to meet two other gentlemen at the board of trade banquet, unsuccessfully, will carry a lantern next time.

That there are quite a few citizens willing to allow that Senator Weeks knows more about the currency bill than they do.

That after all there must have been an element of greatness in Porfirio Diaz, for did he not keep peace in Mexico for 30 years?

That a dog inspector will soon be appointed at city hall and that one of the assistant messengers is in line for the job.

That Engineer Kearney at city hall is very fond of book agents and Mr. Beane, the elevator man will vouch for this.

That work on St. Jean Baptiste church is progressing and when the temple is completed it will be one of the finest in the city.

That St. Joseph's college alumni will make a hit with presentation of "Le Coupable" and "Logement a Louer" at Easter.

That the members of the Greek community are planning a big celebration for the first anniversary of the battle of Salina.

That Fire Chief John A. Mullin of Boston is to retire on a pension of \$2250 a year, more than our chief gets in actual service.

That some one compends the "Texas Tommy" to "Dr." Tom Danahy at the city farm for use on his "overcharged" charges.

That Daniel J. Gallagher of Boston, candidate for congress to succeed Mayor Curley, is related to Joe Cronin, the reporter.

That Officer Hamilton couldn't stop the lady who ran in front of the automobile at Tower's corner the other evening.

That not all people who do favors for are ungrateful, for if this were true the world would be a hard place to live in.

That a fledgling printer on our esteemed contemporary avers that out Wood's corner way Tyngsboro, he has found a honeyscomb.

That Sgt. Ryan allows that he is not as old as a certain article in a contemporary would suggest, even though he drove one of the first electric cars hereabouts.

That a joker suggests that the word "voluptuous" in the celebrated tango warrant used to work in the old boot shop on Lawrence street, making bolts for balloons.

That Cercle Jacques-Cartier, the new social and political organization, in Notre Dame de Lourdes parish is recruiting new members every week and its membership is now quite large.

That the purchasers of the property of the Belvidere Woolen Co. and the American Hide & Leather Co. at the auction sale Thursday afternoon, made real bargains.

That the parochial schools of St. Joseph's parish were closed Friday out of respect for the late Rev. Joseph Lefebvre, O. M. I., whose funeral took place on that day.

That it is astonishing the amount of indignation is aroused in England by the death of one British subject abroad and the almost complete apathy that can persist in spite of the fact that thousands are dying of preventable diseases at home.

That the sea blue eyes, the sunset cheeks and the piquant nose of the drummer at Odd Fellows hall, Centralville, last evening were the cause of frequent mis-steps among the dozens of tiny pumps which glided along its floor.

That the sweet little chorister who, with his opalescent voice and maddeningly entrancing the Dracul grange Thursday evening gatherings in counteracting a proposal from "His Highness" the virtuoso who discovered Caruso.

That His Honor suffered for a moment from mental aberration at the board of trade banquet, lost the thread of his discourse and launched out into one of his warmed-over campaign speeches.

That the most important conference of the year have been held between two gentlemen who have been meeting recently in front of the Sun building at 5 p. m. and taking slow and stately walks.

PORTLAND, Me., March 7.—The annual reunion and dinner of the Maine Dartmouth Alumni association was held here last evening. Prof. Herbert D. Foster, '85, was the guest of the evening. Other speakers were: Dr. J. A. Spaulding, '66; Charles S. Cook, '85, '81, and Rev. Ashley D. Leavitt, Yale, '00.

Officers elected were: President, Dr. John P. Thompson; vice president, Richard Webb; secretary and treasurer, Vernon F. Webb; executive committee, Dr. Philip P. Thompson, Robert R. Lane, H. D. Lakemore, Nathan C. Redden, John B. Thoms.

\$20,000 LOSS IN LYNN FIRE.—LYNN, March 7.—The Mount Hood house, situated on the highest elevation in the city, was burned last night. All the lodgers escaped. Firemen were hampered by inability to get apparatus up the steep grades. The loss is estimated at \$20,000.

For Saturday Only

New Fiction

Regular Price \$1.10 to \$1.40, for..... 50c

If you can't believe it, look in our Merrimack street window.

R. E. JUDD

Bookseller and Stationer
79 MERRIMACK STREET

Great Spring Millinery Display LADIES



NEAT HEMP SHAPE, in black, brown, mahogany, navy and other colors—a very good sample of the effective styles of 1914. Spring. Retail price, \$3.50. Our wholesale price direct to you:

\$1.68

LOOK FOR THE Blue Signs

196 MERRIMACK STREET

We have just moved from 158 Merrimack Street



BE SURE TO SEE ONE of the season's novelties—a neat, rich looking hemp shape. Most desirable colors. Retail price \$3.50 and \$4.00. Our price, wholesale direct to you:

\$1.88



ASK TO SEE ANY HAT TRIMMED MED

ASK to see this model. High grade hemp in all colors. It is but one of the many shapes, the richness of which is characteristic of these wholesale novelties. Retail for \$4.00. Our wholesale price direct to you:

\$2.48

Broadway Wholesale Millinery Co.

UP ONE SHORT FLIGHT 196 MERRIMACK STREET OVER A. L. DRAUS Cloaks and Suits

GRAND OPENING

OF THE NEW

L & K SHOE STORE

158 Merrimack Street

We bid you welcome TODAY TO OUR GRAND OPENING where the finest of this SEASON'S STYLES IN THE LATEST FOOTWEAR FOR LADIES AND GENTS are on sale. You can save money at this shoe store in every purchase that you make. It is not what we pay for an article, it is what we save on an article that counts. We will not attempt to quote prices as we have no time to do so, but we will make the sale a memorable one for you, and as a special inducement to have you call we intend to give each purchaser a useful and beautiful souvenir. Honest goods at honest prices is to be our business motto. We intend to have the new L & K. boot and shoe store the home of both best qualities at lowest prices. The only thing cheap about our stock will be the prices. Everybody welcome.

Do not Forget the Place at 158 Merrimack St.

L & K SHOE STORE

Donald made many friends during his visit to this city with the grand jury.

That the evening classes of the Lowell Textile school were very popular during the year just closed.

That the much heralded benefit dance will not be conducted under present circumstances.

That when a woman is now said to be "hobbling along" the inquiry is put "tripped or stylish?"

That it's all right to hope for the best, but hoping is not only lifeless, but cannot be put down as adequate exercise.

That the Bunting club is going to Lawrence by special trolley Saturday, March 14, to visit the British Social club of South Lawrence.

That Thursday a reporter asked ten local dancers who was the most popular man in town and nine answers were identical.

That the members of the Gorham Street Primitive Methodist church hope Rev. N. W. Matthews will accept the invitation to remain as pastor.

That the return of the world touring ball players set at rest many wild reports, that some of the stars would join the Federals.

That Henry Carr believes in signs, and evidently thinks others do, judging from the placards that adorn his windows these days.

That the members of the Y. W. C. A. think they are just as good solicitors as those who took part in the Y. M. C. A. campaign.

That the Lowell high school track team expects to come back strong tonight when it meets the team from the Boston English high.

That the board of trade had an excellent opportunity to take Mayor



What's Wrong With the Light?

This is asked very frequently by some member of the family. This often indicates the need of glasses or that the ones being worn need changing. Do not neglect such warnings as your eyes are of too much value to you to abuse them, and they are the only ones you will ever have, so why not be careful of them. Come in and let me examine them, by my method. If you do not need glasses I will tell you so. I can put new lenses into your old mountings at a very small cost, or furnish new glasses complete for \$2, \$3, \$4.

J. H. ROGERS

Optician
502 SIX BUILDING
When you break a lens tel. 2854.

LOWELL PROGRESSIVES

PASS THE WORD ALONG TO THE COUNTY COMMISSIONERS THEY DO NOT APPROVE OF ACTIONS

The Lowell Progressive club at a meeting held last night notified the county commissioners by a resolution which was passed unanimously that it is opposed to appointments made for political reward.

Alleging that the recent appointment

of custodian of the court house was a serious mistake, and adding also its protest to the proposed increase in the salaries of the county commissioners, the club passed the resolutions to that effect without a dissenting vote.

Secretary A. S. Goldman read a detailed report as to increase of membership, showing a membership of over 200 at the present time.

ON WOMAN SUFFRAGE

WASHINGTON, March 7.—A prolonged but futile attempt was made in the senate yesterday to get unanimous consent to limit debate on the woman suffrage resolution and take a final vote next Tuesday. The discussion will be resumed Monday.

Established 1900 Telephone Connection

WEINER'S

Final Mark Down Sale

FINE FURS.

Will start Saturday morning and will include every piece of Fur and Fur Coat in

Our New Store, 228 Merrimack Street

An investment here means a saving of 35 per cent. to 50 per cent. for next season.

FURS STORED DURING SUMMER For 3 Per Cent. of Their Value. Furs Called For and Delivered

OUR MOTTO

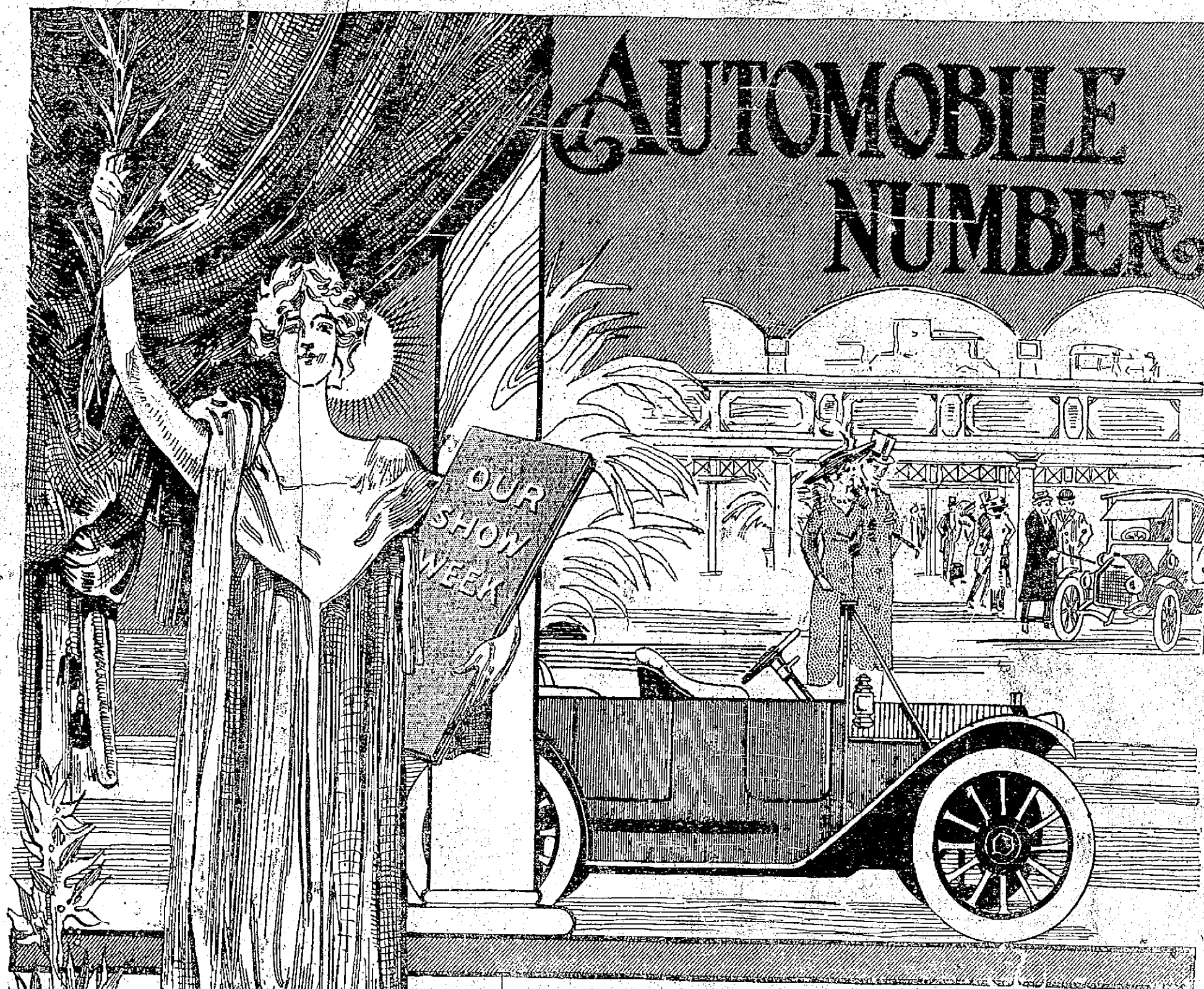
Being never to carry over any manufactured FURS (and you are buying WEINER'S manufactured furs when buying of us) from one year to another. We are not going to stop for anything but a clean store.

Weiner's Fur Store

NEW ADDRESS—228 MERRIMACK ST. Formerly Boston Cloak and Suit Store.

GEO. H. WOOD'S GREAT BUNDLE SALE

STARTS TODAY DON'T MISS IT



THE 1914 SHOW

TO BE THE MOST ELABORATE AUTOMOBILE EXHIBITION EVER HELD IN NEW ENGLAND

Another Boston automobile show, more gorgeous in its setting, with a larger and more varied display of motor cars and accessories, will open this evening in Mechanics building, and will be on every day next week. The lavish hand of the artist has turned this great exhibition hall, covering six acres of space, into one great harmonious plot of color that makes a beautiful background for the bright glinting models. Thousands upon thousands of electric lights will make the Greatest Auto Show on Earth representative of illumination. Every automobile manufacturer in America and Europe will display his cars at this show.

The decorations are by far more gorgeous than anything ever attempted in a public building in Boston before. A fortune has been expended in beautifying these great exhibition halls. The general motif for the magnificent decorations for this year is Italian in character, nearly all the details being from drawings made by the architect, Ernest W. Campbell, while on a special tour through Italy and various countries of Europe last year. In general the first of the large halls presents a scene that is Roman in style. The entrance lobby faced on either side by marbleized panels is completely transformed, having elliptical arches springing from fluted pilasters spanning the corridor. White statues stand out in bold relief against a dense background of foliage. As one enters the building to examine the hall they pass through the Roman arch. All the massive beam work is completely concealed by the Roman style of entablatures. In the form of a moulded cornice, while the brackets are covered with mask-like pieces showing a massive carved decoration of the same period. Electric lights to the number of thousands are used to enhance the beauty of the arches. Massive columns in antique bronze, surmounted by illuminated glass globes serve as a bearing the name of the road during each space.

The side walls are treated with the marble cornice effect, the scenic paintings between, and Italian traceries over the windows. At the end of the main aisle the stairway leading to the balcony is so designed that a brilliant effect of electric display and marble statuary is presented. Beautiful foliage and floral decorations form a striking feature at this point. The Roman canopy or awning effect is carefully wrought out in the overhead lightwell treatment.

In striking contrast to the stately purity of design in the exhibition hall, one can revel in the gorgeousness of the Venetian coloring in the grand hall. The great prismatic arch contains with its tortuous or side curtains, a strikingly beautiful with its rendering in carved and mosaic effects. This great piece of art work is 140 feet long and 16 feet high.

The stage cyclorama of Venice, 50 feet long, and 20 feet high presents a striking view in perspective as seen through the gorgeous banners of the city of Doges. The various parts of Grand Hall from every point of view, form studies worthy of the most critically artistic minds. The entire ceiling is covered with a massive canopy effect, placed to represent open carved work, from which are pendant eight electrolites each composed of 12 Venetian wrought iron lanterns illuminated. Garlands of bright flowers are festooned far below each of the lamps, while a multitude of brilliant streams of light stretch from canopy to canopy and then off to meet the arches surrounding the entire hall from ceiling to the bottom of the second balcony.

The arches are studied adapted from the Ducal palace and their exhibition at the hands of the artists are little short of marvellous. The face of the balcony represents accurately the carved decorations seen along the various canals of Venice. Projecting balustrades, filled with flowers rich in magnificent carvings are seen at regular intervals and between these in light hues, are many crests of the Ducal rulers.

Opposite the stage is seen the great "piece de resistance" of the show, "The Grand Canal of Venice," 150 feet long and 10 feet high, painted by the master of scenic art in this country. The view of this from the stage through a vista of color with the golden carvings and wonderful decoration effects of the arches, cannot be over to be forgotten.

Such is the setting for the several hundred automobiles that will be on exhibition, and it is one great harmonious whole. Manager Chester I. Campbell has laid out the details of this great show, and when the building opens at 8 o'clock tonight everything will be ready for the accommodation of the thousands and thousands that flock annually to this opening.

The big day, of course, will be next Wednesday, which has been designated as "Society Day." Boston's bluest blood and the smart set always pour out to the Boston Automobile show on the day designated to them, Governor Walsh and his staff and Mayor Curley and the members of the city council also attend the automobile show on this day.

In all there are 250 displays, of this number 90 will exhibit different types of motor cars. All of the representative American makers will be exhibitors. There will be almost two dozen makes that will be shown up to the retail trade of New England for the first time. This will include the cycle car which is of course brand new.

There will be a lot for even the motor wise to observe at this big exhibition. The accessory department will have a hundred new "gadgets" that will have an absorbing interest. Everything new and up to the minute in motor car construction will be on exhibition.

The pleasure car section will close next Saturday night and the following Tuesday evening, the commercial motor vehicle show will open in the same building and be on until the following Saturday night.

MECHANICS' BUILDING, BOSTON, the SCENE of GREAT AUTO EXHIBITION

Pleasure Car Section

March 7 to 14

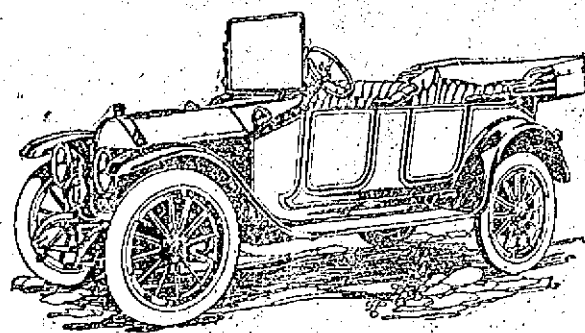
Commercial Car Section

March 17 to 21

ALL LOCAL AUTO DEALERS

Will be Prominent in the Boston Show Which Opens Tonight—Large Delegation From Lowell

The Boston Auto show which opens tonight and motor vehicle supplies and the tonight 16 Mechanics hall will attract reason for this can be seen at all the local dealers in motor vehicles glance. The motor-buying public of



"Light Six" or Model 6-48
OAKLAND
"THE CAR WITH A CONSCIENCE"

The modern Oakland is the mature issue of a healthy growth. It is powerful—beautiful—complete—a concrete reflection of cosmopolitan taste.

The strong, powerful motor, the big friction eliminating bearings, the left-side drive, center control, the famous Delco starting, lighting and ignition system, German silver V-shaped radiator, extra deep upholstery, side doors, concealed hinges, large luggage compartments, extra pockets; all these refinements and important features indicate the complete, up-to-date character of the Oakland product.

Price \$1150 to \$2600, f. o. b. factory. All cars fully equipped.

AMEDEE ARCHAMBAULT

Sole Agent for Lowell and Adjoining Towns

738-742 MERRIMACK ST., LOWELL. Telephone 109

Lowell will attend the Boston exhibit produced on the same large scale that has been its chief asset in previous years. All of the car manufacturers will send in their respective makes with their corps of attendants and each will attempt to outdo the others in their demonstrations.

The large wholesale houses of auto supplies and accessories, however, will not exhibit this year. None of the houses entered their wares in the big New York show and say that never again will they compete at any of the shows held in the large cities throughout the country. The reason advanced is that the tremendous expense which they undergo at each exhibit is not made up by the returns from the advertising thus received.

The dropping out of the whole sales, however, seems to have made but little difference in the success of the shows held thus far. The manufacturers will be there in full force to welcome the public the same as at the other exhibits so that the local dealers are not worrying at all about their various wares being given a full and glowing account of.

The tire companies will be another feature of last year's show which will not be seen tonight and next week at Mechanics building. All of the manufacturers of auto and motor cycle tires decided to omit the auto shows as an advertising medium and consequently did not exhibit at the New York show.

Arthur J. Cumiskey and Leon Haynes will be in Boston during the entire run of the show to take care of the interests of those among the local people present who will linger at the stands occupied by the Stutz, Studebaker and Jeffrey cars.

President Benson of the Studebaker company will tender a banquet to all of the concern's New England agents Thursday afternoon at the Hotel Lenox and both Lowell men will be in attendance. It is expected that Mr. Benson will give a description of the company's plans for the ensuing year during his post-prandial talk.

S. L. Rochelle, proprietor of the Lowell Motor Mart and local agent for the Ford and Jackson cars, says that auto shows in general and this season's exhibits in particular, have been a great boost to the makers of the machines he represents locally. The public, he estimates, price the costlier makes and then return to the booths of the Jackson and Ford machines without seeing where the difference in price comes in.

Mr. Rochelle will be at the Boston show throughout its run and will have with him Arthur Hunt, Philip Eibeault and Harold Favreau, all of whom are in his employ at the Lowell Motor Mart.

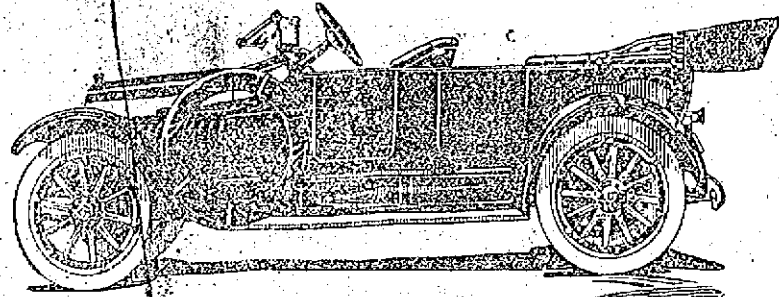
The Buick people are still talking about the recent remarkable climbing stunt of their machine which climbed the Andes mountains, the first automobile ever to perform this stunt. Messrs. Emerson and Hale, the local agents for the car, claim that the coming season will be the greatest in the history of the factory they represent if all the present indications hold true.

Both Mr. Hale and Mr. Emerson will be at the Boston show as also will Danny O'Dea, their crack salesman and demonstrator. Last year this firm met with one of the greatest successes of any of the dealers and is confident that the record of last season will go by the board during the coming week.

James L. Williston, proprietor of the Stanley garage, left Lowell this morning to be on hand when the Metz exhibit was gotten in readiness for the exhibit. The local agent for this car intends to spend most of the time during the entire auto show at the Hub in the space reserved for the Metz and will be on hand to greet all of his friends as well as prospective buyers of his car.

The Sackley Motor Co. agents for the King, Haynes and Regal cars, will be represented by Mr. Sackley himself as well as by his manager. He expects to be kept busy in his attempt to stay in touch with the Lowell people at each booth but contends that he can handle all the business that comes his way.

Harry Pitts, proprietor of Pitts Auto Supply Co., will be right on deck as usual. Harry states that he did most of his heavy buying at the New York show having had in a large supply of tires and other accessories in the City. This, however, will not prevent him from taking in the show at Mechanics hall and mingling with the throng of local auto enthusiasts which will be present.



HUDSON SIX 40, THE LIGHT SIX.

HUDSON SIX 40

—AND—

HUDSON SIX 54

THE MODERATELY LITTLE FELLOW

—AND—

THE MODERATELY BIG FELLOW

Both as happily deceitful as any cars you ever saw when it comes to doing things and doing them well. First, in these we show handsome cars. Second, reliable cars. Third, cars of exceptional power. Fourth, cars with speed a plenty. Fifth, cars affording exceptionally easy riding qualities. Sixth, cars bearing a wholesome reputation. Seventh, cars built by a financially strong company. Eighth, cars sold by a concern which expects to be right here for some time yet, and ready to render you service you will appreciate. Altogether we think ourselves worthy your patronage.

GEO. R. DANA & SON

2 TO 24 EAST MERRIMACK STREET, LOWELL, MASS.

Distributors for Lowell and all surrounding towns and all of North Middlesex County.

THE CARS AND DANA, JR., WILL BE AT THE BOSTON SHOW

AUTOMOBILE NOTES

Joseph McGarry, manager of the Boston Auto Supply Co., is being congratulated on the artistic appearance of the display windows of his store at 96 Bridge street. The work was done by the Martin Sign Co.

The Donovan Harness Co. carries a neat line of automobile accessories and supplies and are the local agents for Boston Vulcanizing outfit.

Anderson's Tire Shop, 139 Paige street, is headquarters for all the standard makes of tires and automobile accessories.

Take it to the Sawyer Carriage Co. for repairs. They make a specialty of overhauling, painting, trimming, wood, iron and spring work. They are also agents for the celebrated Stewart truck.

Moore's auto livery with headquarters at the City Hall garage is prepared to take parties over the road to the show with comfort and safety. Make your appointments early.

VULCANIZING OUR SPECIALTY

Dealer in All Standard Makes of Tires and Accessories

ABSOLUTELY NEW GOODS

PROMPT AND EFFICIENT SERVICE

A complete line of electric light bulbs to fit all cars.

ANDERSON'S TIRE SHOP

139 PAIGE STREET

Telephone 854-W.

Lowell, Mass.

The Story of a Man Who Has Made Good

Have you ever noticed with what care the person interested, nourishes a plant that gives good, hardy, sweet smelling and beautiful flowers? He or she cares for it with the utmost attention and never allows the chance to help it go by.

To this, in a way, can the success of this business be attributed. When Mr. Pitts decided to open this establishment he knew that to be successful he would have to give the people the best procurable on the market at the right prices; give them unequalled service and be almost untiring in his efforts to satisfy them.

But four years have passed since the time when the store was opened and began serving the automobile owners of this city and suburbs. Has the business been successful? Well, just stop and consider for a moment the extent to which it has developed and how well the name of Pitts has been established in the minds of users of automobile supplies.

Through its fair and square dealings with all; giving the same prices to all as to the one; protecting its customers in all purchases and finally, selling only such articles as the manufacturers of which, knowing the construction of

the said articles and what can be expected of them, have the courage and conviction to guarantee the articles.

Well, so much for the store, now for the "man behind," who guides it through all its destinies, Mr. Harry Pitts. All we ask you to do is to stop any autoist in this city and ask him just what he knows about Harry Pitts. We have no doubt but that his opinion will be favorable. If we thought otherwise do you suppose we would solicit you to ask him?

Mr. Pitts has been only a short time "in the game," but my, what a success! Perhaps you are one of the few who have not paid him a visit. If you are, just stop in the next time you are up this way and look his stock over. There's nothing in this store but that can be used by an automobilist.

The articles are so well known and universally used that they are in demand, which keeps the stock continually on the change, and necessitates the carrying of new, fresh goods. And "fresh goods" are very valuable to an automobilist.

All sizes of the leading makes of tires always in stock.

Pitts' Motto:—To Please the Patron at Any Cost.

Sole Proprietor **HARRY PITTS**

7 HURD STREET

TELS. 52-W and 52-R

TREMONT GARAGE

Cor. of Tremont and Moody Sts.

First class equipment for Auto Repairing. First class workmen and first class work guaranteed.

All makes of cars repaired and overhauled by competent men. We make a specialty of FORD Cars.

PETER J. McKENNA, Prop.

Phone 3442-W or 3442-R



"Nearly a Quarter-Century of Leadership"

The New Stevens-Duryea

1915 SERIES

Is Now at My Show Room for Exhibition and Demonstration

GEO. R. DANA

2 to 24 EAST MERRIMACK ST. LOWELL, MASS.

Distributor for Lowell and North Middlesex County, Lawrence, Melrose and the Andovers in Essex County.

Individuality? Yes, That's the Word

ARCHITECTURALLY and ARTISTICALLY the car is a perfect unit.

The body, wheel guards, wind shield and one-man top form a complete unit expressive of elegance, comfort, utility, power, speed and distinction.

MECHANICALLY the car is a perfect unit. The electric system for Starting and Lighting and the left hand control are designed and assembled as a unit in the unit power plant; nothing savors of afterthought.

NO OTHER CAR has all details so thoroughly worked out and applied.

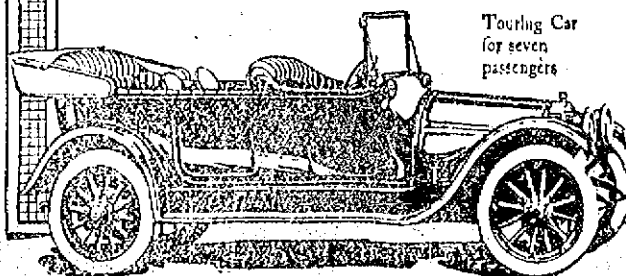
NO OTHER CAR offers so many features for convenience, ease and safety of operation.

NO OTHER CAR HAS SUCH PROVISION FOR COMFORT OR EXPRESSES SO COMPLETELY THE PURPOSE FOR WHICH A FINE MOTOR CAR IS BUILT.

Two Chassis---131 Inch and 138 Inch Wheel Base

ROADSTER, 2 passengers. TOURING, 5 and 7 passengers. LANDAU PHAETON, 5 and 7 passengers. DEMI-BERLINE, 5 passengers. BERLINE, 7 passengers. LIMOUSINE, 7-passengers. Wire wheels extra on all models.

Five Types of This Car Will Be Shown at the Boston Show



Touring Car for seven passengers

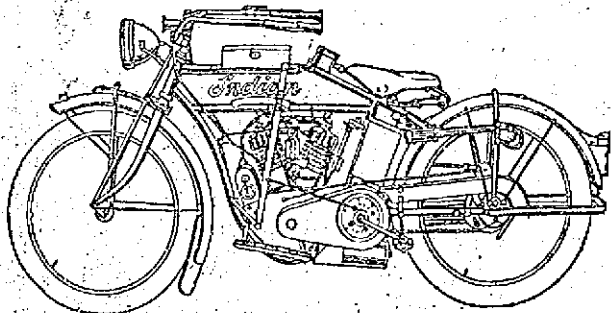
PRICES
All open and enclosed models with left hand drive and control, electric starting and lighting system.
\$4550 to \$6200

MOTOR TRUCK WHEELS

SERIES OF TESTS MADE TO SHOW THE RELATIVE EFFICIENCY OF STEEL AND WOOD

A rigid and exacting series of tests has just been completed in the school of mechanical engineering at Purdue university to show the relative efficiency of steel and wood as material for motor truck wheels. In the investigation wooden wheels constructed according to the specifications of the Society of Automobile Engineers and

steel wheels of standard dimensions, but of steel stampings, were used. The tests were conducted under the direct supervision of Professor L. V. Luddy and H. H. Schofield. They included not only tests to which a wheel would be subjected under actual road conditions, but also such as would show the ultimate strength in every detail. The wheels were subjected to four tests, and in each the steel wheel built for a load of only a ton and a half proved superior to the wooden wheel built according to 2-ton truck specifications. The steel wheel was built entirely of steel with the exception of the rim, which was built of wood, so that it might be available for any kind of a tire. The rim and the hub were connected by a pressed steel web fastened together with rivets.



INDIAN and POPE MOTORCYCLES

In justice to yourself do NOT buy a motorcycle until you have looked at the INDIAN. You will then see the difference; cannot tell it all here.

NOW, BICYCLES

Here is a full band that cannot be beaten—Rucyle, Iver Johnson, Flying Miskel, Lenawee and Crown, at prices to fit any pocketbook.

Get busy with that wheel of yours that needs overhauling; we know our business and will use you right.

We can make anything go—from a baby carriage to a motorcycle. We have everything for anything on two wheels.

We have the best equipped and largest motorcycle garage outside of Boston, and three mechanics that know their business.

We are ready for you—Come on!

GEORGE H. BACHELDER

TEL. 1758

POSTOFFICE SQUARE

To Every Automobile Owner:

The Boston Vulcanizing Outfit is necessary, as necessary as the inner tube if the last spare one is in use and a blow-out or puncture occurs, possibly "miles from nowhere."

We Guarantee a cut or puncture up to one inch can be perfectly vulcanized with this outfit at a cost of two cents and a cut three inches long for five cents.

We Guarantee you cannot possibly harm an inner tube by over-curing with this vulcanizer which places it in a class by itself and makes it safer to use than steam or electricity.

We Guarantee that any person who will read and follow the simple directions for using can turn out as good a job as an expert.

We Guarantee you can buy from us at any time, enough raw material for 50 cents to make \$20 worth of repairs at shop prices. (The outfit contains enough material for \$15 worth of work.)

We Guarantee to refund the price paid if for any reason not satisfactory.

The capacity of this vulcanizer at one time is a cut or tear four inches long and it is the only machine manufactured for individual use which will perfectly cure the raw rubber through to inside of tube and also the only one which can be safely used in the wind.

Three repairs at capacity will more than save \$2.75, the price of complete outfit.

AUTO TOPS and Automobile Supplies of All Kinds.
NICE LINE OF AUTO ROBES

We Repair Old Tops, Also Supply Celluloid Parts in Curtains.

Donovan Harness Co.

109 MARKET STREET, CORNER OF PALMER

The tests brought out clearly the present difficulty experienced by most manufacturers in obtaining a grade of lumber sufficiently uniform for the manufacture of automobile wheels. The present scarcity of good material makes it possible that one spoke may be slightly inferior, thus reducing the strength of the assembled wheel. Each test was continued until the wheel gave away or until the capacity of the testing machine had been reached. In the case of the wooden wheels, failure was always apparent in one place, thus showing slightly defective material, although as a whole they fulfilled the specifications. The steel wheels when tested beyond their capacity gave away more uniformly.

The first experiment corresponded to the twisting force or torsion of the hub on a wheel mounted upon the driving axle of a truck traveling under a load. The load was applied to the rim of the wheel and the rim held stationary, while a force was applied to the hub so as to twist it. The force was applied in the manner that the drive of the motor would be applied under actual road conditions. The second test consisted of holding the wheel stationary on the axle and applying a load to the rim on one side, corresponding to the force exerted on the wheel of a truck, skidding and striking a curb or other obstruction.

In the third test a wheel was placed in a vertical position on its rim in a static testing machine and the load applied directly across the diameter, the load being increased to determine the strength of the wheel. Finally, the wheel was supported by the rim on two sides, lying horizontal, and the load was applied to the hub. According to the university authorities there is no record at the present time of any wheel's being submitted to this test in the past.

THE STUDEBAKER CARS

HIGH DISPLAY AT BOSTON OF NEW MODELS EQUIPPED WITH SEPARATE UNIT SYSTEM

An exclusively Studebaker exhibit at the Boston show is that of the Donovan Motor Car company, Studebaker distributors. The array of body types includes all the varieties of the Studebaker "Four" and "Six" chassis.

All the new Studebaker models are equipped with a built-in, separate-unit electric system which automatically generates and furnishes current for cranking, lighting and ignition. All are equipped with full floating axles, centralized dash equipment, left steering, center control, gasoline tank in dash, demountable rims, jiffy curtains and Gray & Davis lamps.

The "Four" touring cars seats five, has a wheel-base of 108 inches and is equipped with 32x3 1-2 Goodrich tires. It is priced at \$1050.

The "Six" Touring car is of seven-passenger capacity, has a wheel base of 121 inches, 34x4 Goodrich tires and sells for \$1575.

Both the "Four" and "Six" chassis are furnished with an attractive type of convertible body, known as the Landau-Easter and priced at \$1500 and \$1500 respectively. Disappearing windows, a special windshield, and ingenious curtains and a top make it possible to enclose the interior as lightly as a coupe without in the least interfering with the use of the car as an open roadster, when desired. All the convertible equipment is self-contained.

The "Six" chassis is also furnished with a five-passenger Sedan body, the interior and general arrangement of which is especially attractive. By manufacturing these Sedans in large quantities, it is possible for Studebaker to market them at \$2250.

Besides the exhibit of passenger cars, Studebaker is also represented in the commercial field by the new Studebaker delivery car which is furnished either with panel or express body at \$1150. It has a load capacity of 1600 pounds, is equipped with electric starting and lighting apparatus, has a full floating rear axle and is fitted with 34x4 1-2 inch tires.

COLD INJURIOUS

It is one of the characteristics of the ordinary type of lead-acid storage battery that its action is likely to be sluggish when the electrolyte is chilled. Hence, sluggish response from the engine starter after a car has been housed in an unheated unoccupied garage all night should not be harbored against the system as a defect. As the battery is used, the chemical action will raise its temperature a certain amount and the response will be quicker. The obvious way to overcome such difficulties, of course, is to warm the garage.

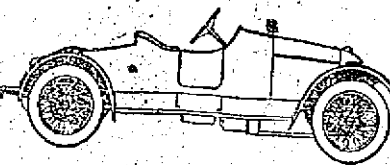
That WEIDELY Motor

Don't Miss It—In the Premier Six—At the Boston Show

See the motor with the valves in the head, and a single cam-shaft operating directly over them. The motor, without rocker-arms, push-rods and rollers—the six-cylinder motor with the fewest parts. Examine this new motor with greater power and speed than other six-cylinder motors of larger size. The six-cylinder motor that travels farther on a gallon of gasoline than four-cylinder motors of equally rated power. Here is a motor of the standard poppet-valve type made wonderfully efficient merely through simplification.

The difference in its efficiency is simply the difference between what "we get" and what the other fellow wastes. Come see the Premier Six—the only car in America with the Weidely Motor. Note the symmetrical body lines—harmony and balance—all in keeping with the remarkable simplicity and "up-to-dateness" of the power plant.

Clean motor appearance is not obtained by side-plate coverings, but by the elimination of unnecessary parts. The Premier Six with the Weidely Motor is considered the finest example of its construction in America. It was the sensation at the New York and Chicago Shows. The Premier is one car in the Boston show which will make worth while your visit.



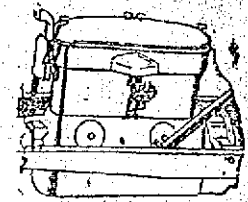
PREMIER MOTOR MFG. CO.

Indianapolis, Indiana

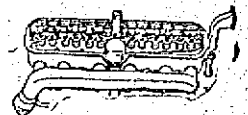
PREMIER MOTOR CAR CO.

Distributors,

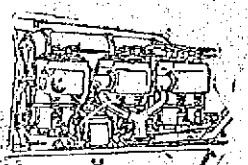
652 Beacon St., Boston



The Simple Weidely Motor



Note the Cam Shaft on Top



The Ordinary Motor

Note the Complication

for the past six years present the following interesting facts:

Makes on Display

Year	Placerville Commercial, Tls. Visitors
1908	77 7 84 55,000
1909	88 18 106 92,000
1910	97 25 122 107,600
1911	102 41 112 146,400
1912	107 68 112 235,900
1913	108 68 112 216,000

A comparison of the number of makes on display at the various big shows for the present season shows the following:

Paris	London	New York	Chicago
132	124	79	86

Inasmuch as commercial vehicles also are shown in connection with pleasure cars at Paris Salon and Olympia shows, it is only fair to include the makes of power wagons displayed at these exhibitions. The list of exhibitors to date for the 1914 Boston show includes 58 makes of pleasure cars and 50 of trucks, a total of 135, and as it has always been true that many new makes are entered just previous to the opening of the display, there is every reason to expect that the forthcoming show will again establish a new record in this respect.

PUTTING IN SPARK PLUGS

Putting spark plugs into cylinders is quite a scientific little performance all by itself, and the way it is done has a great deal to do with the way it must be done. In other words, the way a plug is put into the cylinder is what determines the way the plug must be taken out. There are two things to be considered. The plug must be gas-tight, and it must also be tight enough so that it will not work out of itself. Beyond this there is no earthly sense in tightening a plug, unless one wants to help on the spark plug industry by spoiling plugs. Bearings, in mind, the fact that a gas-tight plug is tight enough, it is easy to see how foolish it is to put a wrench on the plug and lean back until not another fraction of a turn can be taken. This sort of a proceeding wears the thread, flattens the gasket until it has no life left and causes porcelain breakage. Another point is that a plug expands when heated while the hole in the cylinder contracts, making the joint tighter when the engine is hot than when it is cold, though it is a common thing to hear the contrary view expressed. A plug screwed into a cylinder hard and tight when the engine is cold may be almost impossible when the engine is hot.

engine is hot. On the other hand, a plug put into a hot cylinder is likely to loosen up considerably when the engine cools and present difficulties, possibly, in effecting a removal. Plugs should, therefore be tightened enough to prevent leakage—and no more.

TOOTHSONE STORY FROM WINNIPEG

An eye for an eye, says the old law, and a tooth for a tooth—but as far as anyone has discovered, there is nothing in the book about a tooth for a magnet contact. Yet that is almost what a Winnipeg man used. Anyway, this is the yarn: Two of them were out in the country in a car; one of them, incidentally, was a doctor, which may have had something to do with it. The sawbones, too, was doing something to the magnet when he lost one of the platinum contacts. Promptly seizing his companion, he extracted from one of his teeth a medium of the same precious metal, made a magnet contact of it and put it in the machine and drove home. Winnipeg is a long way off!

HINDERS PROPER COOLING

There is such a thing as overheating a motor when it is driven in the most skillful manner, is in perfect order in every way and the radiator is full of highly circulating water. The radiator may be coated and plugged up with dirt on the outside. Of course, it doesn't happen very often that a radiator will get so matted up that it will not radiate properly, but it is possible and has happened, especially after a long run through very muddy roads. The mud helps along overheating effectively, especially when it dries, acting as an excellent insulator of heat.

Autogenous Welding

Machine parts made and repaired
General Repairing
McIntosh Machine and Welding Co.
148 Warren St.

THE *Sawyer* CARRIAGE COMPANY

Repairers of Automobiles

OVERHAULING
PAINTING
TRIMMING
TOPS

CARBON REMOVED
IRON WORK
WOOD WORK
SPRING WORK

AGENTS FOR

STEWART TRUCK

Tel. 354

Worthington Street

The Efficiency of the CADILLAC

Demonstrates the superiority of the "4" over the "6." Investigate the two speed direct drive axle at the Cadillac exhibit. Space 2 at the auto show. Price \$1975, f. o. b. Detroit. Full equipment included.

WALTER PERHAM, AGENT

Telephone 287-M

Service Station, Sawyer Carriage Co.

There Isn't a Question

But what we've got the best line of Auto Supplies in town and our hundreds of customers will testify as to price. I wish that I had come here before. It's a saying we hear every day. You too will say the same if you buy from us once. Our vulcanizing department is kept busy even at this time of the year by people who are getting their cars ready for spring. Our work is fully guaranteed.

Boston Auto Supply Co.

96 BRIDGE STREET

Telephone 3605

Open Every Evening

Hovey's Auto Livery

CITY HALL GARAGE

PHONE 2006

Residence, 3350-W

AUTOMOBILES FURNISHED FOR ALL OCCASIONS.
RELIABLE CHAUFFEURS

Special Rates for the Boston Auto Show

Our Motto—Safety.

150,000 BUICKS

Are On the Road Today. Many Have Been in Service for Nine Years. Many Have Records of Over 100,000 Miles.

THIS IS BUICK DURABILITY

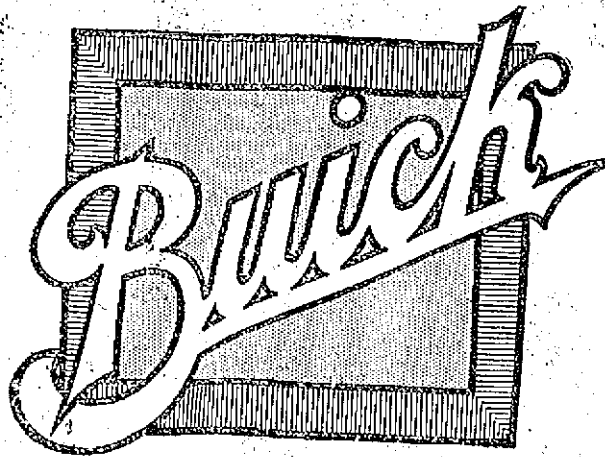
Buick is the car of Power, the car of Strength. The car of Speed, the car of Service.

The Buick overhead valve motor is guaranteed to produce more power than other types of the same size.

30,000 Buicks sold last year show the increasing demand.

This year, with the Delco System of lighting, cranking and ignition at no additional cost—the demand is still greater.

Three sizes and six styles from \$950 to \$1985, but every one a Buick through and through—built and backed by the great Buick factory.



MOTOR CARS

All Models can be seen at our showrooms as well as at the

BUICK EXHIBIT

at the

BOSTON SHOW

Yes, Milo and Dan will be at the Show to greet you.

LOWELL BUICK CO.

91 APPLETON STREET

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

15 Thorndike St. Telephone 1550

NO "FREAKS" THIS YEAR

SAYS GEORGE R. DANA, LOCAL DISTRIBUTOR OF THE STEVENS-DURYEA CAR

One of the most striking features of this year's motor shows is the almost entire absence of what might be called "freaks." Manufacturers have grown much wiser than formerly and have found out by hard and bitter experience that it is far better to go on improving existing designs, which have done so well in the past, than to risk failure by adopting any new and untried inventions.

These remarks, of course, apply to the chassis as a whole, and not to the details, as there are many new ideas in chassis this year, but nothing that actually affects the design as a whole. As regards the design of chassis generally, the tendency is not to lengthen the stroke of the motor any further, and, apparently, the limit in stroke-bore ratios has been reached.

The unit construction of motor, clutch and gear set is more prominent than ever, and those of the old motoring school who remember the first automobile show, are probably not surprised at so general an adoption of this unit construction. No engineering staff of any company has ever received such flattering testimonials to their advanced ideas as has been testified to by the motoring industry in adopting this feature.

Exhibited at my show rooms is one

of the new Stevens-Duryea seven-passenger touring cars, which may without reserve be said to represent a faultless standard of perfection in its mechanical construction, while its exquisite body work, fashioned in the company's own works, may almost be said to express finally in detail of refinement and finish.

Come in and see the car, look at the exclusive design, no other car like it, ask us to raise the hood, then ask us where the motor generator that starts the engine and lights the lights is located; you'll tell us its cleanest job you ever saw, then we'll tell you it's the most accessible car from front to rear and top to bottom that you ever saw, and no matter whether you are from Belvidere, Centerville, the Highlands, old ward 5, or Missouri, we can show you.

HOW SAXON GOT ITS NAME

INTERESTING STORY, TOLD BY H. W. FORD, PRESIDENT OF THE SAXON AUTO COMPANY

The story of the way the Saxon car got its name is interesting.

H. W. Ford, president of the Saxon company, says the name "Saxon" was chosen because of the desire to embody in the car the characteristics of the Saxon race. "For centuries," says Mr. Ford, "the Saxon race has been famous for integrity, endurance, simplicity, per-

sistence, thrift and ability to 'make good' under all conditions.

"We set about to embody in the Saxon car the virtues of strength and simplicity, to build this car light and to make it economical in initial cost, in operation and upkeep cost. Above all, we have sought to produce it as a car honestly built and designed to meet the demands of the greatest number of people, at the same time selling it at a cost they consider fair and can afford to pay."

"Standard Tread and Continental-made motor are two features which have done a great deal to make the Saxon the sensation it is here," says E. A. Gilmore of the Whitten-Gilmore Co., distributors for the Saxon car, which is on exhibition at the Boston show.

"Nine out of every ten of our visitors ask these two questions: 'Has it standard tread?' and then 'What type of motor?' When we explained that this good looking \$395 automobile has standard tread and a Continental motor, the inquiry is not only satisfied, but enthusiastic. 'The motor is of exclusive design and the Continental company has turned over an entire section of its plant and organization to its production.'

"This car has struck a popular chord in every section of the country. It is just the sort of automobile for the man who used to say he would buy when the price should come below \$400. Somehow, those who have never owned a car have placed \$400 or less as the figure at which they wanted to see cars sold. Now their dream is realized, particularly since they are able to buy for \$395 a real automobile with accepted features of design."

AUTO-BASEBALL NEWS

"WAHOO" SAM AND "LEFTY" WILTSE ENJOYED AUTO SPINS WHILE AT MANILA

Bring a professional baseball player has its compensations. About this time of year, when fans are shivering around in overcoats, yo ball-tosser is in spring training beneath the warm Texas or Florida suns. In the summer he plays to the grandstand and keeps the sporting editors busy reporting his performances. In the fall—if he is lucky—he goes around with his pockets sagging in a series of "push." In the winter he either goes into vaudeville at a thousand (\$1 a week) or he takes a sight-seeing trip around the world with a few of his fellows and incidentally plays a few games to pay expenses.

"Wahoo" Sam Crawford, outfielder for the Detroit Tigers and the world touring baseball team, and "Lefty" George Wiltse, the New York Giant southpaw, also a member of the world touring team, recently played in Manila and while there enjoyed several spins on the boulevards in a Hudson Six-54 which Levy Hermanos, proprietor of the Estrella Automobile Palace, Manila dealer in Hudson Sixes, placed at their disposal for a day or two.

MARMON FORTY-EIGHT

INTERESTING AUTOMOBILE LITERATURE TO ACQUAINT OWNERS WITH THEIR CAR

An interesting and attractive book recently issued by Nardye & Marmon company is called "The Marmon Forty-Eight in Service." This book is a decided innovation in the field of automobile literature, and is causing much favorable comment wherever it goes. Its obvious purpose is to acquaint owners and prospective owners of motor cars with the very wide distribution enjoyed by the Marmon Forty-Eight.

This purpose is admirably carried out by means of photographs which carry more conviction than pages of reading matter could do, and with less fatigue to the reader. Truly, "the who runs may read" this book.

A single page of reading matter by way of introduction, is followed by 14 pages of photographic reproductions, showing the Marmon Forty-Eight in use in widely separated parts of the United States and Canada.

A feature that adds tremendously to the pleasing effect is the color scheme. A sepia brown ink on dull finish buff paper, lends an air of distinctiveness and "tone" to the book, that could hardly have been secured with any other combination of color for this particular subject.

The illustrations are remarkably well chosen, and show beyond a doubt that the Marmon Forty-Eight is in use in places that vary widely in climatic conditions. The name and address of the owner of the car accompanies each photograph, and in many instances the accompanying scenery is so characteristic as to indicate at a glance the approximate location.

The book indicates that the Marmon Forty-Eight has secured a widespread adoption among discriminating owners. Every name is an indication that those who want a car, not merely for its appearance, nor for its easy running qualities alone, nor for its dependability alone, but for all these, choose the Marmon Forty-Eight.

QUALITY NOT QUANTITY

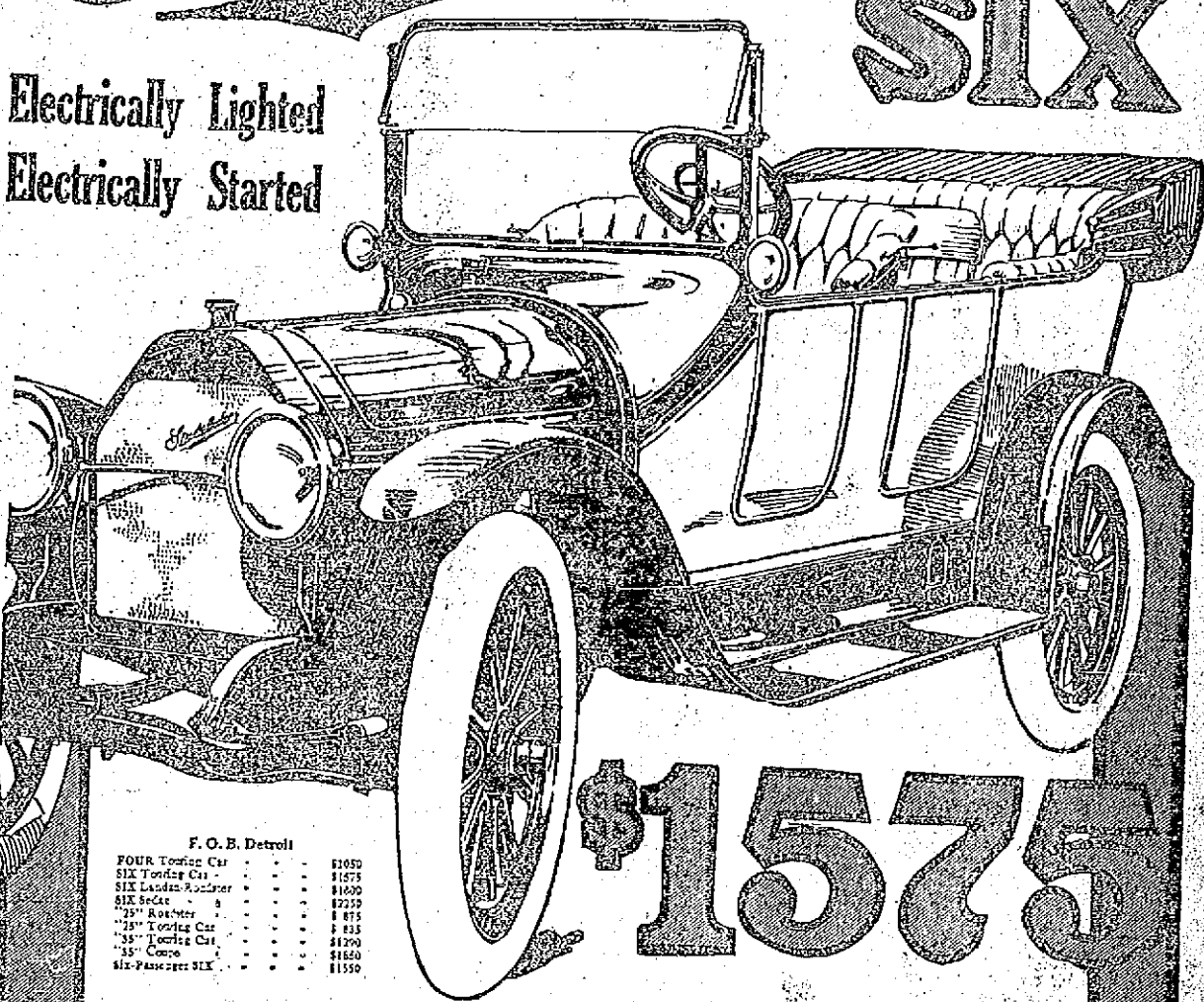
IS THE POLICY OF THE MANUFACTURERS OF FIAT CARS MADE AT POUGHKEEPSIE, N. Y.

The Fiat exhibit will be found at its usual spaces, 113 and 114 Mechanics building. The cars on exhibition are in a class by themselves in the way of design, style, finish, etc. Every car shown is the product of the American factory at Poughkeepsie, N. Y., which has been in operation for the past four years, during which time they have been steadily increasing their output each day.

It is not the policy of the Fiat company to manufacture quantity, but quality. The American Fiat is a duplicate of the foreign car to the smallest detail. The entire design is created by the Italian engineers at Turin, Italy, and after the cars have been thoroughly tested over mountainous roads and they have proven to come up to the Fiat standard, they

Studebaker

SIX

Electrically Lighted
Electrically Started

F. O. E. Detroit

FOUR Touring Car	\$1650
SIX Touring Car	\$1775
SIX Sedan	\$1800
SIX Sedan	\$1825
21" Roadster	\$1875
21" Touring Car	\$1925
35" Touring Car	\$2000
35" Sedan	\$2050
Six-Passenger SIX	\$1550

If this car is honest, there isn't an automobile in existence that compares with it in value.

That it is as honest inside as it is beautiful outside, the name Studebaker guarantees.

The fact that it is manufactured to an extent exceeded by no other car of even higher price clinches the question of internal value.

And despite its beauty, despite its internal excellence, despite its seven-passenger capacity, despite its electric starting and lighting system, it is the lowest priced "Six" on the market.

In the face of such obvious and overwhelming evidence of value—how can you consistently pay a penny more for any other car, than the price of this Studebaker SIX?

Meet us at the Boston Show

And verify every detail of the above statement by an inspection of the Studebaker Six and a comparison with other cars.

ARTHUR J. CUMMISKEY MOTOR CO., Inc
LOWELL, MASS.

It is because it's a Studebaker

Next time you buy a non-skid tire look at the tire itself and be sure it's a Goodrich Safety Tread.

You can tell it by the "Safety First" design shown above—five bars and a cross-tie.

You can see the imprint of Safety Treads everywhere, showing how the thick, tough bars and cross-tie make a Safety First roadway for the car.

The thick, tough Goodrich fingers dig down and grip—they help stop the skid—they make the brake effective.

Goodrich
Safety
Tread
Tires

not only set the standard of tire value, but maintain it as well

Goodrich worth is not a claim, it is a condition, protected, re-inforced, sound and sure. The safe value of Goodrich Tires is guaranteed by the service and quality put in them by the makers, and by the security owners have that they are buying the best tires made.

The quality of Goodrich Tires today is the standard by which all high grade tires are judged. This is because they represent the perfection of tire-making and tire-knowledge—which gives Goodrich Tires their leadership.

Here are the prices for the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Prices	Safety Tread Prices	Gray Inner Tube Prices
30 x 3	\$11.70	\$12.65	\$2.80
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
32 x 4	23.55	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
35 x 4 1/2	34.00	36.05	6.30
36 x 4 1/2	35.00	37.10	6.45
37 x 5	41.85	44.45	7.70
38 x 5 1/2	54.00	57.30	8.35

BOSTON BRANCH
851-857 Boylston Street

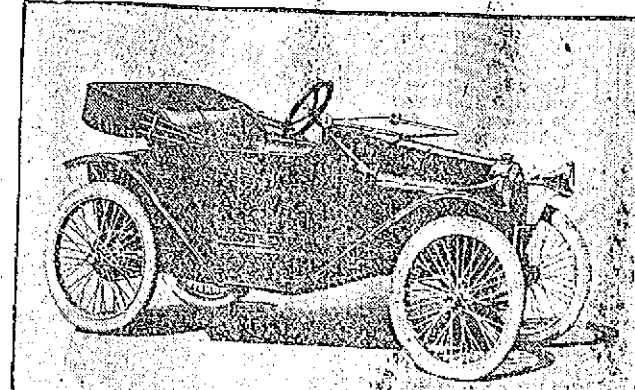
The B. F. Goodrich Company
Cleveland, Akron, Ohio
Marked in All Principal Cities
There is nothing in Goodrich Advertising that isn't in Goodrich Goods

TRUMBULL CYCLECAR

\$425

Complete with Self Starter, Electric Lights,
Top and Windshield

18 h. p., 4 Cylinder, Water Cooled
Motor, Magneto Ignition



ON EXHIBITION AT THE BOSTON SHOW SPACE 234 BASEMENT

EXCELSIOR
LAUTO-CYCLE

KING OF THEM ALL

Holding all speed records from 1 to 100 miles, and the first
to attain a speed of 100 miles an hour.

America's
Highest
Grade
Motorcycle

MARK J. McCANN, 92 Gorham St.

THE JEFFERY CAR

IS A COMBINATION OF EUROPEAN AND AMERICAN IDEAS—ORIGINATED IN PARIS

"Motor car styles, like women's gowns, originate in Paris," said Charles T. Jeffery, president of the Thomas B. Jeffery Co. in discussing automobiles. Even the most patriotic American, who is familiar with motor car development, will admit that that which is in vogue in Paris today is taken up in London, New York and Chicago tomorrow and Smithville, of course, will have it on the following day.

In the production of the new Jeffery Four and Six for the year 1914, it happens that we have anticipated what would be popular in New York, Chicago, and Smithville in the year 1916. Not that we have adopted European design in its entirety, but we have combined the best European and American ideas in two cars that we consider quite unusual.

For two years, it is true, there has been little progress in American motor car development. Of course, there were changes in the equipment and the body designs, but cars grew heavier and heavier, and only the best informed mechanics realized that the best of bulky motors and big lumbering cars was not far off. Some of the American makers realized that the change must ultimately come, but it appears that most estimated that it would not be absolutely necessary to change from the old bulky types at least until 1916.

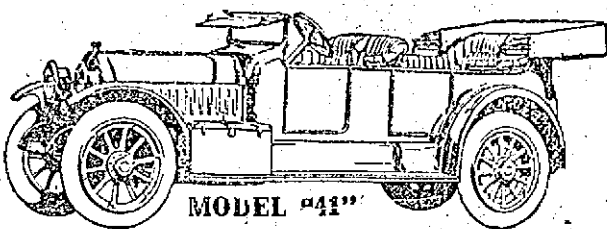
It is only once in a decade perhaps that such a thing happens and some feel that it is an unusual thing to do, but Jeffery engineers were instructed together from the leading European and American centers the very latest and best ideas relating to every detail of the motor car as it is sure to develop in the next two years.

These ideas, these designs and these features have been embodied in the Jeffery Four and Six at a price which does not seem to us out of the ordinary, but to many others it appears as astounding. It happens that the Jeffery company possesses the capital, equipment and experience necessary to produce a car of such quality in advance of the times.

The most striking feature in the trend of motor car development in the next two years will, of course, be the

MARMON

The Easiest Riding Car In The World



MODEL "41" Marmon "Medium Six" \$3250

A remarkable medium-sized six-cylinder car of ample capacity and power to take you over the most difficult roads and grades in comfort.

A car that throttles down to a crawl or goes at breathless speed without gear shifting.

A car of beauty, with every convenience and luxury known to motordom—and not a few that have been heretofore unknown.

Marmon "48," "41" and "32" Are on Display at Mechanics Bldg. Frank E. Wing, 562 COMMONWEALTH AVENUE, Service Bldg., 692 Beacon St., Boston, Mass. NEW ENGLAND DISTRIBUTOR

Manufactured exclusively by Nardys & Marmon Co., Indianapolis, Ind. Est. 1851

Over Sixty Years of Successful Manufacturing

motor. The owner of a five thousand dollar car, weighing six thousand pounds and costing 25 cents a mile to operate, will appreciate the necessity for the Jeffery high speed, mono-bloc motor in a car weighing less than 3000 pounds and equipped with imported annular ball bearings, Spicer universals, Dabner flexible motor couplings and the latest and most improved type of full floating rear axle.

"Put on a car like this a tooth-chill body, large and roomy, and the appeal becomes just as strong to the

man owning the low priced car which may be utterly devoid of comfort. The logic of the Jeffery manufacturing policy for 1914 is thus best illustrated.

"To make this more clear, we are appealing to two distinct classes, the man with the ability to buy a car at any price, but who has sense enough to know that the ultimate car must be economical and, therefore, chooses the Jeffery to realize economy. On the other hand, we appeal with even greater strength to the man who has been forced to buy a lower priced car in order to avoid the big bulky motors, unnecessary weight and high tire and upkeep expense. The high priced car man is coming down for economy. The low priced car man is going up for comfort.

"Good mechanics all over this country have told me, in the last 60 days, that they knew such a car was the ultimate thing but they did not anticipate that it would be done quite yet. To prove the wisdom of their point of view, we have only to point to the Paris show and to comment upon the proportion of light, high speed, mono-bloc motors shown there. Fifty-two out of 96 of the makers exhibiting at the Paris show displayed cars with motors smaller than that of the Jeffery. In spite of this fact, all of these cars were heavier than the Jeffery Four. This indicates that we are somewhat in advance of even the best European practice.

"The dealer who is familiar with the latest thing in motors, regardless of the great selling opportunity presented by the Jeffery price, has likewise anticipated this, but he did not expect it to come so soon. The result has been a demand on the part of dealers selling cars at all prices. This simply proves again a well established fact of merchandising experience, i.e., the great field of buyers is on the middle ground."

THE POPULAR HUPMOBILE

HAS ONE OF THE FINEST DISPLAYS AT THE BOSTON AUTO EXHIBITION

Fresh from its laurels at the Paris Salon and the London Olympia, the Hupmobile makes a brave showing with four models, a specially designed chassis and display boards on which are arranged various important parts in the construction of the car.

The models include a standard touring car, a larger six-passenger model; and roadster with a convenient luggage compartment for luggage, and a unique three passenger coupe with an unusual dome like arrangement for ventilation.

Those mechanically inclined may dissect the various parts of the mechanism in the Hupmobile through the display board parts, which show piece by piece the mechanical essentials. One of these boards is devoted entirely to the mechanism of the starting and lighting system.

Outside of the starting and lighting plant, and a new fashioned rain vision, wind shield and fenders and additions to the upholstery the Hupmobile practically retains its characteristic appearance.

The special chassis, however, shows a number of minor mechanical refinements that add to the smoothness of operation and also demonstrates the unusually simple system of wiring for self-starting and ignition purposes.

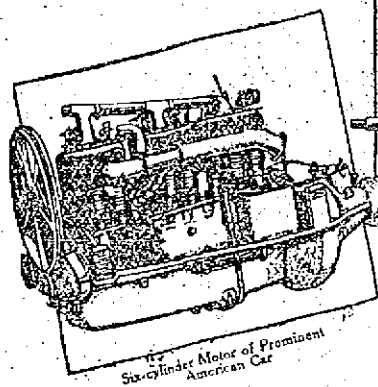
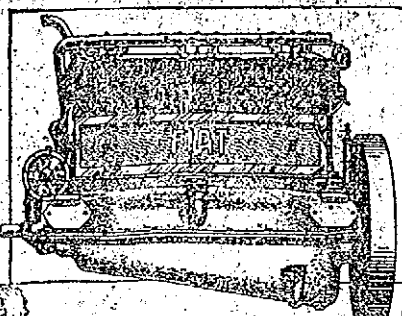
"It seems to be a trait of human nature for people to be unusually interested in the lost and found diversions. However, one would hardly expect to find a nucleus in motor car publicity," said Frank S. Mooney, advertising manager of the Hupmobile Car company.

"Recently I received a most pathetic letter, enclosing a clipping from a Hupmobile advertisement which had a sketch of various types of people throughout the world. A young man, whose name I will not mention, wrote me and said that one of the pictures was a speaking likeness of his father who had been missing for eight years, and during all that time the young man had been making desperate efforts to locate his father, and he asked me if we could give him some information as to the original sketch.

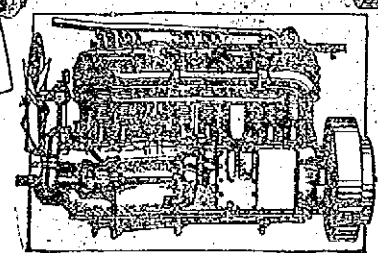
"I got in touch with the artist and found that he had made the sketch from memory. However, after studying his brain he seemed to remember the face that had given him the idea and after a good deal of diligent investigation the man was located and we let the two actually turned out to be father and son, and let us hope that they lived happily ever after, as all good stories end."

Compare the Simplicity of These Motors

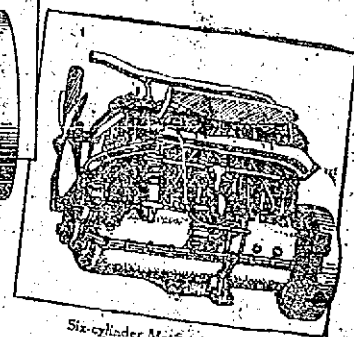
Fiat Six-cylinder Monobloc Motor



Six-cylinder Motor of Prominent American Car



Six-cylinder Motor of Another Prominent American Car



Six-cylinder Motor of Still Another Prominent American Car

Which Represents the Most Designing Genius?

Is it the motor of many outward parts, variously distributed, or the one of simplicity, with working members entirely closed, each occupying a normal position in a perfect, well-balanced whole?

Motor simplicity is the goal toward which all engineers have bent their energies since the first successful car.



Fiat reached that goal first. History repeats itself and other engineers are following in the footsteps of Fiat Motor Simplicity.

Where is there a car today without somewhere in its vital parts an essential feature borrowed from a Fiat of former years? Think this over and realize what it means.

See the Fiat Exhibit at the Boston Show. See for yourself the wonderful cars on display there. You will then realize why Fiat is called "The Master Car."

FIAT MOTOR SALES COMPANY

839-841 Boylston Street, Boston, Mass.

New York, Broadway at 57th Street

Providence, 26-28 Snow Street

SAXON \$395

A Good Small Car

See It at the Show
MAIN FLOOR—SPACE 134B.

The first real automobile, with 4-cylinder motor, 96-inch wheelbase, standard tread, streamline body and other standard features, selling at less than \$500. Built by a strong experienced organization.

TEWHITTEN-GILMORE CO.
620 COMMONWEALTH AVE.

AUTOMOBILE DIRECTORY

Abandon the idea that you can't buy supplies as cheaply in Lowell as elsewhere. Write to Auto Supply Co., 24 Bridge St., Tel. 5005. Open evenings.

Accessories Largest stock of auto supplies in town. Auto Supply, 7 Third St. Phone 35-W, 62-R. Open Monday and Saturday evenings until 10 P. M. and other evenings, excepting Sundays, 11:17.

Anderson's Tire Shop Agent for all leading makes of tires. Vulcanizing of all kinds a specialty. Telephone 321-W. Shop, 231-R. Residence. Accessories and supplies. 129 Palke St.

Auto Tops Made and roof covered, auto curtains and doors to order; also full line of greases, oils and sundries. Donovan Harness Co., Market Street.

Auto Supplies A complete line at the Lowell Motor Mart, New Main Street, Building 447 Merrimack street, corner Third Street. E. L. Rochette, proprietor. Tel. 3780.

Auto Tires All makes at the right prices at the Lowell Motor Mart, cor. Merrimack and Third streets.

Buick Lowell Auto Corp. 31-31 Appleton St., Phone 2137.

Call Walter Agent, Tel. 2876-M. Service Station, Sawyer Car, Worthington St. Tel. 554.

Ford Automobiles and Ford repair parts at the Lowell Motor Mart, New Main Street, Building 447 Merrimack street, corner Third Street. E. L. Rochette, agent. Tel. 3780.

First St. Garage Used cars for sale. All kinds. Gasoline and oil. Repairing, storage. Rates reasonable. 10 Schafer St. Tel. 4936-M.

Glass Set In wind shields and auto lamps. In Schaefer St. Tel. 4936-M.

Heinze Coils Coil, Spark Plug, and Magneto. At Lowell Motor Mart, Merrimack street, next to city library.

Indian and Pope Motorcycles at George H. Hochelder's, Post Office ave.

Overland M. S. Finkel, Phone 2135, Davis Square.

HAYNES KING and REGAL CARS SACKLEY MOTOR CAR CO., 483 Merrimack St. Tel. 2917-M.

Reo Geo. F. White, Agent. Supplies, 33-35 Branch St. Tel. 562 and 1932-M.

Stanley GARAGE, 110 Middlesex St. Agent for Metz, 22, 1475. Telephone 2916-W.

Tremont Garage Auto repairing, car painting. Ing. cor. Tremont and Moody sts. P. J. McKenna. Tel. 3442-R.

Tanks Storage for gasoline and oil. Self-measuring. Eastern Oil Tank Co., 145 Fletcher St.

GOODRICH NON-SKID TIRES

PROVIDE SMOOTH ECONOMICAL CERTAIN AND SAFE TRACTION—NEVER GET "TIRE"

"The purpose of a tire is to provide traction, to prevent noise, to cushion the car and occupants from road inequalities, and to prevent crystallization of the delicate parts of the mechanism by eliminating jar and vibration," says H. B. Lurie, local manager of The B. F. Goodrich company.

"There has arisen a new need for tires, due perhaps to the tendency to drive cars the year round. With the coming of fall and winter weather

with their dangerous street conditions, the danger from skidding is increased. So the problem of safe traction has become uppermost in the minds of motorists, and this brought out much constructive thought along lines of tire designing.

Immense non-skids have been placed on the market, some good, and some bad. Some had irregular projections which caused the entire weight of the car to center upon certain points of the fabric. As a result, the fabric weakened prematurely at these points. Some had sharp projections which quickly tore, and showed wear after being worn a short while. These sharp cut crevices filled with dirt. These were styled mud singers because the centrifugal action of the tire caused it to throw dirt. You probably have experienced such a life yourself.

"Then, others increased the vibration of the tire by placing the projec-

tions too far apart. To overcome this, projections were brought close together so close in fact that the tread pattern became more certain than with a smooth tread.

"Consequently, no single factor in the tire industry has been given so much thought as the idea of safe traction. We ourselves have tried out innumerable devices, and found that not until five years ago we secured for a tire that would run on motoring safe and still give long mileage.

Our designers worked on a tread that would be free from vibration, that would not strain the fabric, that would not smooth like a plain tire and not utilize more power, that would resist abrasion and still give positive traction.

"So they invented a tire consisting of five long bars extending circumferentially on the tread connected by a cross. As skidding is a resultant of the forward movement of the

car and motion sideways, it was found that these five long bars resisted skidding more effectively, by holding the tire straight on its course. Yet to gain such certain traction it was not necessary to sacrifice any other desirable qualities.

"The long bars, like the one condition, tread, so it is as economical as a smooth tread. The cross gives traction forward. The edges are rounded and do not tear off and show wear. And the tire is not a mud singer.

"The problem of the tire designer is the problem of all transportation. What the steel rails are to the railroad the tire must be to the motor car. It must provide smooth traction—economical traction—but above all, certain, safe traction. That is why we have called it the Safety Tread, because safety, from the very first has been our first aim."

TO OUR READERS:

Your attention is called to this Letter. If you are interested call at the exhibit mentioned or write them.

HOLLANDER MOTOR CO.
1112 Boylston Street
Distributors for
 Caterpillar
BOSTON, MASS. March 5th, 1914

To the Editor:

Feeling certain that you are acquainted with a number of persons in your city who can't believe after you have something about the Cartercar, you will feel perfectly justified in placing us in touch with every possible buyer in your city.

The Gearless Transmission is the secret of the Cartercar's success. It incurs no loss of starting, because when the friction wheel is thrown suddenly into engagement with the Cartercar's shafts for a few revolutions before gripping tightly. It is, however, positive in engagement because the coefficient of friction between the disc and the friction shoe is exceptionally high. Its strength is such that the Cartercar can negotiate hills, mud and snow, and very easily replace a car would of \$5.00. It is economical of power and gasoline. There are but few other parts to create friction, and a greater percentage of the motor's power reaches the rear axle than in a bevel-gear, shaft-driven car.

It saves wear on tires and car. It is the jerking of the gear-driven car that destroys passengers. As explained above, this jerk does not occur in the Cartercar. It is superlatively ideal for the ladies to drive. Electrical starting and lighting equipment, a reliable motor, and one-lever control make the Cartercar the easiest driven gasoline car. The Touring Car sells for \$1250 and \$1700, the Roadster for \$1250 and \$1600. We shall exhibit the different models of the Cartercar at the Boston Automobile Show, spaces 326 and 327.

To trust that by this means we shall become acquainted with residents of your city who are contemplating buying cars this year.

Yours very truly,
Hollander Motor Co.
B. M. Witherspoon

P. S. We would like to secure a good agent in your city, and can offer a splendid opportunity to a live man.

